B. F. TAYLOR,
Stevedore.
Lighters and Steam Launches Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1881.

ORIENTAL AGENCY.
Sole Agents for the UNITED ASBESTOS COMPANY, LT'D. LONDON.
DODWELL & Co., LIMITED,
General Managers.

NEW SERIES No. 1547. 日十二月五年六十二緒光 SATURDAY, JUNE 16, 1900. 六拜禮 號六十月六英港香 THIRTY DOLLARS PER ANNUM.

Banks.

THE
YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP „ 18,000,000
CAPITAL UNCALLED..... „ 6,000,000
RESERVE FUND „ 8,000,000

Head Office:—YOKOHAMA.

Branches and Agencies.

TOKIO.	KOBE.
NAGASAKI.	LONDON.
LYONS.	NEW YORK.
SAN FRANCISCO.	HONOLULU.
BOMBAY.	SHANGHAI.
TIENTSIN.	NEWCHWANG.

LONDON BANKERS:
THE LONDON JOINT STOCK BANK, LD.
PARRS' BANK, LD.
THE UNION BANK OF LONDON, LD.

HONGKONG AGENCY:—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per Annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
„ 6 „ 4 „
„ 3 „ 3 „

S. CHOH,
Hongkong Manager.
Hongkong, 4th January, 1900. [11

THE NATIONAL BANK OF CHINA, LIMITED.

Authorised Capital.....£1,000,000
Paid up Capital£ 324,374

HEAD OFFICE:—HONGKONG.

Board of Directors:—
Chan Kit Shan, Esq. | D. Gillies, Esq.
Chow Tung Shang, Esq. | J. T. Lauts, Esq.
Chief Manager,
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed 5 %
Hongkong, 20th December, 1899. [8

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....$10,000,000
RESERVE FUND$11,500,000
RESERVE LIABILITY OF PROP'TORS.$10,000,000

COURT OF DIRECTORS:
N. A. SIEBS, Esq., Chairman.
R. SHEWAN, Esq., Deputy Chairman.
E. Goetz, Esq.
The Hon. R. M. Gray. | D. M. Moses, Esq.
A. Haupt, Esq. | A. J. Raymond, Esq.
The Hon. J. J. Keswick. | R. L. Richardson, Esq.
H. W. Slade, Esq. | P. Sachse, Esq.

CHIEF MANAGER:
Hongkong—Sir THOMAS JACKSON.
MANAGER:
Shanghai—J. P. WADE GARDNER, Esq.
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.
HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per Cent. per Annum on the daily balance.
ON FIXED DEPOSITS:
For 3 months, 2½ per Cent. per Annum.
For 6 months, 3½ per Cent. per Annum.
For 12 months, 4 per Cent. per Annum.

H. M. BEVIS,
Acting Chief Manager.
Hongkong, 1st June, 1900. [9

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum.

Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
H. M. BEVIS,
Acting Chief Manager.
Hongkong, 26th March, 1900. [10

IMPERIAL BANK OF CHINA.

ESTABLISHED BY IMPERIAL DECREE OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL 5,000,000
PAID-UP CAPITAL 2,500,000.

Head Office:—SHANGHAI.

Branches and Agencies.

CANTON.	PEKING.
CHEFOO.	PENANG.
CHINKIANG.	SINGAPORE.
CHUNKING.	SWATOW.
FOOCHOW.	TIENTSIN.
HANKOW.	

THE Bank purchases and receives for collection Bills of Exchange drawn on the above places, and Sells Drafts and Telegraphic Transfers Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.

INTEREST ALLOWED ON DEPOSITS.
3 % per Annum Fixed Deposits for 3 months.
4 % „ „ 6 „
5 % „ „ 12 „

E. W. RUTTER,
Acting Manager.
Hongkong, 1st February, 1900. [14

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE:—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS£800,000
RESERVE FUND£525,000

INTEREST ALLOWED on CURRENT ACCOUNT at the Rate of 2 per cent. per annum on the Daily Balances.
On Fixed Deposits for 12 months... 4 per cent.
„ „ „ 6 „ ... 3½ „
„ „ „ 3 „ ... 2½ „

T. E. SANSOM,
Acting Manager.
Hongkong, 25th May, 1900. [31

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

$4.50 ℘ Cask of 375 lbs. Net ex Factory.
$2.80 ℘ Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 12th June, 1900. [755b

Intimations.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

—(:o:)—

FOR	STEAMERS	CAPTAINS	TO SAIL	REMARKS
LONDON, &c.....	*Clyde**	E. Street	Noon, 23rd June ...	Freight or Passage.
SHANGHAI	*Valetta.*	F. N. Tillard	About 23rd June ...	Freight or Passage.

* (See Special Advertisement).

For Further Particulars, apply to

A. M. MARSHALL, Acting Superintendent.
Hongkong, 9th June, 1900. [5

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

—:o:—

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS;

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.
N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
OLDENBURG	THURSDAY, 28th June.
BAYERN	THURSDAY, 12th July.
STUTTGART	THURSDAY, 26th July.
KONIG ALBERT	THURSDAY, 9th August.
WEIMAR	THURSDAY, 23rd August.
PRINZ HEINRICH	THURSDAY, 6th September.
PREUSSEN	THURSDAY, 20th September.
HAMBURG, Hamburg-Amerika Linie	WEDNESDAY, 3rd October.
SACHSEN	WEDNESDAY, 17th October.
OLDENBURG	WEDNESDAY, 31st October.
BAYERN	WEDNESDAY, 14th November.
STUTTGART	WEDNESDAY, 28th November.
KONIG ALBERT	WEDNESDAY, 12th December.
PRINZ HEINRICH	WEDNESDAY, 26th December.

ON THURSDAY, the 28th day of June, 1900, at NOON, the Steamship "OLDENBURG," of the NORDDEUTSCHER LLOYD, Captain H. Prager, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on TUESDAY, the 26th June, Cargo and Specie will be received on Board until 5 P.M., on WEDNESDAY, the 27th June, and Parcels will be received at the Agency's Office until NOON, on WEDNESDAY, the 27th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than $2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,
AGENTS.
Hongkong, 14th June, 1900. [22

HONGKONG HOTEL.

BOARD AND RESIDENCE AT MONTHLY RATES.

Hongkong, 18th May, 1900. [23

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

SOLE AGENTS:—
THE VICTORIA DISPENSARY
HONGKONG.
25]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as an INFALLIBLE and PERMANENT CURE for SPRUE, DYSENTRY, DIARRHŒA, HEMORRHAGE and ULCERATION of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.

Sold retail by all Chemists and Wholesale by

THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers),
9, Old China Street,
Shanghai.
12th October, 1898. [21

Intimations.

[Forecast for an Indefinite Period.

From

Watkins, Limited,

APOTHECARIES HALL.

Business "Fine and Clear" generally, though "Sultry" at certain times of the year.

The present indication points to disturbance in

AERATED WATER BUSINESS. 15

UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

—:o:—

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
MANUFACTURERS OF THE
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS. of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.

CHIEF SUPERINTENDENT.....THOMAS SKINNER.
SUPERINTENDENT ARCHIBALD RITCHIE.

17] DODWELL & CO., LIMITED, General Managers.

HOTEL CRAIGIEBURN

Centrally situated at PLUNKET'S GAP, the PEAK, 1,500 feet above sea-level and 500 yards from the TRAM TERMINUS.

For Terms, &c., apply to the MANAGER.

Telephone No. 56.

Hongkong, 2nd April, 1899. [432b



Telephone 75.

AQUARIUS

(PURE TREBLE DISTILLED WATER ONLY USED.)

'A PERFECT TABLE WATER.'

'An AERATED WATER of the Highest Quality both from a Manufacturing and Sanitary point of view.'—JOHN MUTER, PH.D., F.R.S., (Edin.,) London, (Past President of the Society of Public Analysts of Great Britain.'

'Either drink no Water at all or drink only DISTILLED WATER.'—*St. James' Gazette*, London.

CALDBECK, MACGREGOR & Co.,
AGENTS, AQUARIUS COMPANY.
15, Queen's Road.
Hongkong, 9th June, 1900. [15

MILD MELLOW MATURED.

	Per Doz.
V.O.S. WHISKY	$15
TEACHER'S WHISKY	13
P.D.C. WHISKY	13
CLUB WHISKY	12
DEWAR'S SPECIAL	12
DEWAR'S EXTRA SPECIAL ...	14

SOLE AGENTS:

H. PRICE & Co.,
12, QUEEN'S ROAD.
Hongkong, 31st May, 1900. [20

THE HONGKONG ELECTRIC COMPANY, LIMITED.

NOTICE is hereby given that the ELEVENTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the COMPANY'S OFFICES, No. 4, Queen's Building, on SATURDAY, the 7th July, at 12.15 P.M., for the purpose of presenting the Report of the Directors together with a Statement of Accounts to 30th April, 1900 and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd June to the 7th July, both days inclusive.

By Order of the Board of Directors,
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 15th June, 1900. [767b

WANTED.

A REMINGTON TYPEWRITER, New or Second hand, if in really Good Order. Reply to P. O. Box 55, giving Particulars, Price, &c.
Hongkong, 14th May, 1900. [630b

HONGKONG GENERAL CHAMBER OF COMMERCE.

A SPECIAL GENERAL MEETING of the Members will be held on MONDAY, the 18th June, 1900, at 3 o'clock P.M., at the CHAMBER ROOMS, CITY HALL, to NOMINATE A MEMBER of the Chamber to take the place of THE HON. HERBERT SMITH in the LEGISLATIVE COUNCIL during the Absence on leave from the Colony of HON. T. H. WHITEHEAD.

By Order,
R. CHATTERTON WILCOX,
Secretary.
Hongkong, 11th June, 1900. [750b

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TRANSFER BOOKS of the above Company will be CLOSED on the 2nd July, 1900, on which day the CALL now advertised will be PAYABLE.

By Order,
A. SHELTON HOOPER,
Secretary.
Hongkong, 15th June, 1900. [768b

GOVERNMENT OF PERAK.

FEDERATED MALAY STATES.

WANTED MEDICAL OFFICERS to serve as APOTHECARIES in GOVERNMENT HOSPITALS. Must hold Diplomas from a Medical College. Will be required to join on a 5 Year's Agreement, at the expiration of which, if it is decided to retain his Services, the Officer will be placed on the Fixed Establishment and will be entitled to the usual leave and pension privileges.

PAY to commence at $1,056 per Annum, with Yearly Increments of Salary varying from $60 to $132 per Annum until in the 11th year $1,980 is reached, when, after passing an Examination in the Practical Subjects of his Profession, and in matters relating to Hospital Management and Public Health, a Salary of $2,316 will be given for 3 years.

In the 15th year of Service, after passing another Similar Examination the Maximum Salary of $2,520 is reached.

Private Practice is allowed in certain Stations.

Free Quarters are provided.

Passages for Officer and Family not exceeding 4 persons will be Paid by Government.

Apply giving Age, Qualifications, Copies of Testimonials, &c., to the

STATE SURGEON,
PERAK, VIA PENANG.
12th June, 1900. [756b

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE is hereby given that at a Meeting of the Board of Directors of the above Company, held at the Registered Office of the Company, Queen's Road Central, Victoria, Hongkong, on Tuesday, the Twenty Seventh day of March, 1900, the following RESOLUTION were passed.

1.—That in pursuance of the Provisions of the Special Resolution passed at an Extraordinary General Meeting of the Company held on the 7th and confirmed on the 27th March instant, and since duly registered, the Sum of $1,250,000 be withdrawn, from the Reserved Fund and be carried as of the 2nd July next, to the Credit of Capital Account, each Share being credited with a Sum of $25 as paid up thereon in addition to the Sum of $50 now standing to the credit of each Share.

2.—That the Balance of $25 per Share of the Unpaid Capital of the Company be called up, and that a CALL be and is hereby made of $25 per Share upon all Shares of the Company, and that the Shareholders be requested to pay the same to the Company's Bankers, the Hongkong and Shanghai Banking Corporation, at their Premises, Queen's Road Central, on or before the 2nd day of July, A.D. 1900.

Shareholders are hereby requested to pay according.

And Notice is also given that, in accordance with Article 34 of the Company's Articles of Association, interest will be charged as from the said 2nd day of July, 1900, at the Rate of $12 per cent. per Annum, upon all Calls remaining Unpaid after the 9th day of July, 1900, up to the actual dates of payment of the same.

By Order of the Board,
A. SHELTON HOOPER,
Secretary.
Hongkong, 27th March, 1900. [403b

Auction.

PUBLIC AUCTION.

VALUABLE BUILDING LAND
to be Sold by
PUBLIC AUCTION,
by Order of the Mortgagee and without Reserve,
on
TUESDAY, the 19th June, 1900,
at 3.30 P.M.,
at the SALES ROOM of the AUCTIONEERS.

ALL that Valuable Piece of LAND known as K.I.L. No. 524. Total Area 69,388 Sq. Feet and having a Building Frontage of 1,739 Feet, on DES VŒUX ROAD, CAMERON ROAD and a Private Road.

The Estate faces the Harbour and Lyeemon Pass.

For Plans and further Particulars, apply to
HUGHES & HOUGH,
Auctioneers.
Or to
JOHNSON, STOKES & MASTER,
Solicitors to the Mortgagee.
Hongkong, 12th June, 1900. [757b

To-day's Advertisements.

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"TIENTSIN,"

Captain Stott, will be despatched as above on MONDAY, the 18th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th June, 1900. [771b

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Roach, will be despatched for the above Ports, on TUESDAY, the 19th instant, at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 16th June, 1900. [770b

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship

"HANGCHOW,"

Captain Pearce, will be despatched as above on TUESDAY, the 19th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th June, 1900. [772b

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

THE Company's Steamship

"MENMUIR,"

Captain R. W. Almond, will be despatched as above on TUESDAY, the 19th instant, at 5 P.M.

The Attention of Passengers is directed to the Excellent Accommodation provided by this Steamer. She is fitted throughout with the Electric Light and is supplied with a Refrigerating Chamber.

A Doctor is carried.

For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 16th June, 1900. [745b

CHINA NAVIGATION COMPANY, LIMITED.

FOR TAIWANFOO AND SHANGHAI.

THE Company's Steamship

"CHINKIANG,"

Captain Vaughan, will be despatched as above on WEDNESDAY, the 20th instant, at Noon.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th June, 1900. [773b

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KWEIYANG,"

Captain Outerbridge, will be despatched as above on THURSDAY, the 21st instant, at 4 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th June, 1900. [774b

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"KAIFONG,"

Captain Pennefather, will be despatched as above on MONDAY, the 25th instant, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th June, 1900. [775b

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched as above on SATURDAY, the 14th July, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th June, 1900. [776b

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"CHINGTU,"

Captain Williams, will be despatched on SATURDAY, the 14th July, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and *vice versâ*.

For Freight and Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 16th June, 1900. [777b

TOYO KISEN KAISHA.

NOTICE.

CONSIGNEES of CARGO per Steamship

"AMERICA MARU,"

are hereby notified that their Goods are at their risk being discharged into Lighters and/or landed into our Godowns at Wanchai and delivery may be had either from Lighters or from Godowns upon countersignature of Bills of Lading.

Goods remaining unclaimed after the 23rd instant will be subject to rent.

No Fire Insurance has been effected.

C. L. GORHAM,
Acting Agent.

Hongkong, 16th June, 1900. [7

To-day's Advertisement.

TREASURY BILLS.

TENDERS for SPECIE, MEXICAN DOLLARS, Current in this Colony, and weighing 7.17.7 in Exchange for Sterling Bills drawn at 10 days' sight on the Lords Commissioners of Her Majesty's Treasury, London, will be received by the Officer in Charge, H.M. Treasury Chest, until 11 A.M., on TUESDAY, the 19th instant.

The Tenders to state the total amount required (in Pounds Sterling), and the amount for which each Bill should be drawn, but no Bills will be issued for sums less than £100.

The Tenders to be in Duplicate and in sealed covers, addressed to the Officer in Charge of H.M. Treasury Chest, and endorsed "Tenders for Treasury Bills."

The right to accept or reject any or all of the Tenders is reserved.

P. S. DYSON, Capt.,
Treasury Chest Officer, China.

Her Majesty's Treasury Office,
Fletcher Street.

Hongkong, 15th June, 1900. [769b

Intimations.

EYE-SIGHT.

NOTICE.

I am continuing my Sight Testing Rooms in Hongkong (W. BREWER & CO.) at which during my ABSENCE will be IN CHARGE of Mr. McIVER, Member Ph. Sy. A Register of all Glasses supplied my constituents in the Far East is kept here, and any kind of Ordinary or Special Lenses can be obtained.

REPAIRS A SPECIALITY.

N. LAZARUS.

Hongkong, 30th May, 1900. [674b

A. S. WATSON & Co., LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

CLARETS.

	Per Case 1 doz. Qts.	Per Case 2 doz. Pts.
B ST. ESTEPHE, Red Capsule...	$ 6.96	$ 7.56
C ST. JULIEN, Red Capsule ...	9.00	9.60
D LA ROSE, Red Capsule.....	12.96	13.92
CHATEAU HAUT BRION LARRIVET	18.60	19.20
CHATEAU MOUTAN D'ARMAILHACQ.....	21.00	22.20
CHATEAU PONTET CARNET.....	25.00	—
CHATEAU LA TOUR CARNET...	30.00	—
CHATEAU RAUZAN.....	42.00	—
CHATEAU LAFITTE	48.00	—

These CLARETS are bought direct from the leading French growers. The lowest priced are of exceptional value and guaranteed to be the genuine product of the juice of the grape, and are not artificially made as is generally the case with cheap Wines.

CHATEAU LA TOUR CARNET, CHATEAU RAUZAN and CHATEAU LAFITTE are commended to the notice of Connoisseurs as high-class after-dinner Wines of a rich and rare character.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

We guarantee our Wines and Spirits to be genuine only when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & CO., LIMITED.

MARRIAGE.

On May 24th, at H.B.M.'s Consulate, Yokohama, by the Rev. E. Champneys Irwine, M.A., in the presence of H. A. C. Bonar, Esquire, Consul, MAY, second daughter of Charles D. Moss, Chief Clerk and Acting Registrar of H.B.M.'s Court for Japan, to HERBERT, second son of Baldwin H. Bent, of Goodworth House, Andover, Hants.

DEATH.

On 4th June, at 20, Albert Road, Langside Terrace, Glasgow, JEANNIE BLANE, daughter of Mr. J. K. Black, of Bangkok, aged 18 years and five months.

The Hongkong Telegraph

HONGKONG, SATURDAY, JUNE 16, 1900.

NOTES AND COMMENTS.

The "Hingsang" Fiasco.

Yesterday we remarked that somebody must have blundered with regard to the despatch of the hired transport *Hingsang* and from enquiries which we have since made we have come to the conclusion that the blunders were numerous and big ones. Throughout the whole affair there appears to have been a total absence of anything approaching system or order. Nobody seems to have known what he was expected to do or what he was not, and a general mess has been made of matters which will, we presume, occasion a question in Parliament so soon as the facts of the case are brought to the knowledge of the British public.

There can be no doubt that it was necessary to despatch troops for the north as quickly as possible, for had they not been urgently required the garrison of the Colony would never have been reduced by despatching them. Yet we find that those responsible for the selection of the transport have chosen one of the slowest vessels to be found in this large shipping port. From enquiries which we have made this morning we find that the *Hingsang* is only a 10 knot boat at most, yet other vessels could have easily been obtained steaming fifteen knots. She is also a vessel built for the carriage of sugar and other heavy cargo, is not adapted for use as a transport and never should have been chosen for such a purpose. Her troop-deck, if such a term may be applied to it, is ill ventilated and dark and would, should she fall in with bad weather, prove a veritable black hole, as the hatches would have to be put on, the few small ports closed, and the men would be half, if not quite stifled. The quarters for the officers are so small and cramped that they will in all probability have to dine in relays, there is but one bathroom for their use and no accommodation whatever of that description for the troops. Even the cooking arrangements are faulty in the extreme and will be likely to lead to dissatisfaction amongst the men, for Sikhs and Mahommedans will have to use the same cooking place and thus both class of men will lose caste. What this means to Asiatics can only be appreciated by those who have had dealings with them, and we have no hesitation in saying that this will prove to be one of the greatest hardships of the voyage.

But it is not only with the ship that Blunders have been made. Even the embarkation of the men was muddled up. On Thursday the detachment of the Hongkong Regiment which was detailed to go north was kept waiting for hours in the pouring rain without any launches appearing to convey them to the ship. Messages were sent across to Head Quarters and after another period of waiting the news arrived that the embarkation had been postponed. Yesterday matters were not managed any better. The men were sent off in driblets from Kowloon after being kept standing in the rain until they were thoroughly soaked through and their kit bags were in a like condition. There were not sufficient launches provided to take the whole of the men, and even when they did get off they were kept waiting alongside the steamer. There was no gangway down and the men had to creep in at cargo port on hand and knees and awnings had to be rigged before the hatches could be opened to allow of their getting a little fresh air. Then, to make matters worse, it was found that they were packed like sardines and had scarcely standing room. At last it appeared to dawn upon the authorities that there were too many men on board, and, after considerable discussion two hundred of the Hongkong Regiment were sent ashore again, simply because there was not room to pack them in. Even with the reduction thus made the troop-decks were woefully overcrowded and the atmosphere of the place, with all those wet and perspiring men cooped up in it, was fearful. It will be interesting to see in what state they arrive at Tientsin.

What we would like to ask is, how did this disgraceful state of affairs originate? Who was responsible for the selection of the vessel? Who was responsible for the arrangements made for the accommodation of the men on board of her, and how was it that it was not known until the men were on board that the vessel could not carry the whole force? Surely there must have been somebody in charge of matters whose duty it was to look into these details and see that the arrangements were perfect. Then too, why was not the ship brought alongside the Kowloon Wharves for the embarkation of the men of the Hongkong Regiment? This would have allowed them to have gone on board without getting wet to the skin, and would have done away with the necessity for launches to transport them. As a matter of fact the whole affair has been grossly mismanaged and bungled, and we trust that somebody will be brought to account for it.

The Trouble in the North.

In the North affairs appear to be going from bad to worse. A most persistent rumour has been current in the city all day to the effect that the Chinese troops had, with or without the authority of the Chinese Government, turned against the foreigners and joined forces with the Boxers and that some thirty thousand men were marching on Tientsin. These, it must be remembered will probably be the Chinese troops who have been drilled by foreigners and, as they are well armed, matters look rather black for the Europeans who cannot number more than ten thousand.

It is to be hoped that the two thousand men reported to have left for the Capital by our Tientsin Correspondent will be able to join forces with the Marines who are fighting their way up, or we fear that that small body may be wiped out. As for the Legations, if, as rumoured, the Chinese troops have risen, we fear that they must have fallen, for the odds against them would be overwhelming and the small force of some three hundred could not possibly hold out.

At about half past eleven this morning orders were suddenly issued to the first-class cruiser *Undaunted* to go north. Her destination is not known, but in face of the grave rumours in circulation it is probable that she has been ordered up to swell the force at Taku and lend what assistance she can. There was a great scene of bustle on board the cruiser directly the orders were made known. A gun was fired and the recall signal hoisted. Officers and men who happened to be on shore came hurriedly on board. Stores were being hoisted in, boats run up to the davits and secured and all preparations made for sea with all despatch. She left at about twenty minutes past one, and every credit is due to Captain CLARKE and his officers for the prompt manner in which she was got away, particularly when it is taken into consideration that the ship was expected to remain here for two or three weeks and then leave for home. Two hours is short notice under such circumstances.

LATER.

From our Shanghai Correspondent's telegram it will be seen that affairs at Peking are evidently in an exceedingly bad way and that the Legations are in the very gravest danger. The provision train sent from Tientsin to carry stores to the Marine Force marching on the Capital with whom is Admiral SEYMOUR, has been forced to return and thus it is evident that the Admiral is cut off from his base. We are pleased to see that the rumour anent the murder of the German Minister is discredited and trust that it is without foundation. As our Tientsin Correspondent simply gives it for what it is worth we trust that it will prove to be untrue. On enquiry we learn that the Naval authorities are in possession of no news as to the bombardment of the Taku Forts, but still the departure of the *Undaunted* for the north in such a hurried manner is ominous.

On the West River.

Matters are not as they should be up the West River. Our Correspondent at Wuchow reports that trouble is brewing to the south-west of Wuchow and that rioters are making things particularly lively at Hsun-chow. On the twelfth instant over one hundred fugitives from that district arrived at Wuchow. In Kuei-hsien prefecture there are said to be about five thousand rebels who are at present awaiting reinforcements which are hourly expected. On the eleventh instant several bodies of troops from Canton passed through Wuchow on their way to Kuei-hsien. It will thus be seen that matters in the south are looking black and that trouble is to be expected. We are also informed that the native Christians in and around Canton are fearful of attack and are apprehensive that they may be called upon at any moment to defend themselves.

TELEGRAMS.

Special to the "Hongkong Telegraph."

SPECIAL TELEGRAMS.

THE TROUBLE IN THE NORTH.

RUMOURED MURDER OF THE GERMAN MINISTER.

BRITISH LEGATION REPORTED BURNT.

GREAT ANXIETY IN TIENTSIN.

(From our own Correspondent.)

TIENTSIN, June 14th, 1.40 p.m.

It is feared that the German Minister has been killed by the Chinese troops and that the British Legation at Peking has been burnt. I cannot possibly vouch for the truth of the rumour, as it is very difficult to obtain any information on the subject.

Prince Tuan, the father of the Heir Apparent, has been appointed by Imperial Edict head of the Tsungli Yamen.

The telegraph wires between Peking and Tientsin were cut the same day. Such a proceeding is significant.

Two thousand foreign troops have been ordered to start for the Capital.

A fearful state of anxiety prevails here.

Received 8 p.m. 15th.

Published 5.30 p.m. 16th.

MISSION BUILDINGS DESTROYED.

CHRISTIANS MASSACRED.

ADMIRAL SEYMOUR ISOLATED.

MURDER OF GERMAN MINISTER DISCREDITED.

(From our own Correspondent.)

SHANGHAI, 16th June, 3.10 p.m.

The British Consul has no news from the North to report. The reported murder of the German Minister is discredited.

At Peking, on the fourteenth, instant, the Roman Catholic Cathedral, the London Mission, the American Board Mission, the Imperial Maritime Customs Mess and other buildings situated in the East City were destroyed and burnt by the mob.

Hundreds of native Christians and foreigner's servants have been massacred, but so far no foreign casualties are reported. Further rioting is feared.

At Tientsin, on the fifteenth, three chapels situated in the native city were burnt.

Communication with the Marine Force with which Admiral Seymour is marching to the relief of the Peking Legations, is interrupted. The provision train which was sent out with supplies was unable to proceed and was forced to return to Tientsin.

Received 3.40 p.m.

Published 5.30 p.m.

THE REPORTED ANNEXATION OF BRUNEI.

THE SULTAN PROTESTS.

(From Our Own Correspondent.)

LABUAN, 16th June.

The Straits Settlements yacht *Seabelle* returns to Brunei on Sunday to receive the reply of the Sultan to an ultimatum requiring him to accept British assistance in the Government of Brunei.

It is said that the Sultan's reply to the ultimatum will be to the effect that all accusations of misgovernment are untrue, and that he will only yield to force under protest, pending appeal to Her Majesty the Queen to maintain the integrity of the treaty granting protection to Brunei.

Received 10.30 a.m.

Published 5.30 p.m.

REUTER'S TELEGRAMS.

THE WAR.

CASUALTIES.

LONDON, June 14th.

General Buller's casualties on the 10th and 11th inst., were 26 killed and 126 wounded. General Methuen's one killed and 18 wounded. The Derbyshire's loss on the 7th, was 36 killed and 104 wounded.

LATER.

COMMANDANT BOTHA RETREATS.

WAKKERSTROOM SURRENDERED.

After a determined resistance, Commandant Botha has evacuated his position, retiring to the eastward.

General Methuen is now at Rhenoster.

Wakkerstroom has submitted to General Buller.

GENERAL.

THE RESIGNATION OF MR. SCHREINER.

SIR GORDON SPRIGG SUMMONED.

The resignation of Mr. Schreiner from the Cape Premiership has been accepted, and Sir Alfred Milner has summoned Sir Gordon Sprigg.

THE COOMMASSIE TROUBLE.

SHORT OF AMMUNITION.

News from Coomassie 4th inst., says the garrison was on half rations and the ammunition was only sufficient for defence. The rebels were in great force.

LATER.

THE SITUATION IN CHINA.

POWERS IN COMPLETE ACCORD.

Mr. Broderick made a long statement in the House of Commons concerning events in China. He emphasized the complete accord of the Powers, and added that arrangements had been made to supplement the force on the Yangtsze.

OBITUARY.

The death of Mrs. Gladstone is announced.

WEATHER REPORT.

The Observatory report says:—

On the 16th at 11.55 a.m. the barometer has risen considerably in the North, and is little changed elsewhere. The low pressure trough, in some part of which a circular depression may form, lies now across the China Sea, probably in about 20° Lat. High pressure covers N.E. China. Gradients rather steep generally, with strong N.E. winds on the China coast and strong S.W. winds over the middle part of the China Sea. FORECAST:—Strong N.E. winds; squally, rainy.

LOCAL AND GENERAL.

A JAPANESE play, with Japanese actors, is shortly to be performed at the Coronet Theatre, London.

THERE was a cricket match played between the Hongkong and Shanghai Bank and Blackheath School on May 15th ulto. The Bank won.

THE *London and China Express* says that the Queen's eyesight is becoming a matter of grave concern. All despatches and letters are read to Her Majesty, who writes little more than her signature with her own hand.

Q. M. SERGEANT Connolly, Royal Artillery, the only European soldier who has been admitted to Hospital suffering from plague, was this afternoon discharged from Kennedy-town Hospital.

IT is stated in the *Financial News* that wrappers are frequently removed from magazines and newspapers in transit between Hongkong and coast ports, presumably for the sake of the stamps, for stamp-collectors. Post-cards are also said to disappear mysteriously *en route*.

THE Band of the Hongkong Regiment will play at the Hongkong Hotel this evening, from 8 p.m. to 9.30 p.m.:—

PROGRAMME.

1.—March	"Bozda"	Thompson.
2.—Overture	"Light Cavalry"	Suppe.
3.—Selection	"Rem: of Scotland"	Godfrey.
4.—Waltz	"Modestie"	Waldteufel.
5.—Bolero	"Le Mulletier"	Sworth.
6.—Polka	"Chateau En Espagne"	Waldteufel.

"God save the Queen."

WE have had the loan of a very peculiar fish from Macao, which we received from M. A. Gomes, Esq., of Green Island, Macao, who stated that it was caught by an old Chinese fisherman, about a fortnight ago. The length is about 5 inches, breadth 2 inches. The dorsal is the only genuine fin, the others being much more like the paws of a mole. The eyes are very small, and it appears to have no gill opening, and no teeth. It is something like the Parrot-fish and Cat-fish, but we have not yet ascertained the species.

THE *London and China Express* says:—An exciting scene was witnessed at Peterborough station late on 15th ulto. A number of invalids from the front were travelling from London to Yorkshire, and on the journey one man became unmanageable, and from his ravings it was evident that he imagined he was fighting over again the engagement at Spion Kop, in which he took part. He was with difficulty removed from the train and taken to Peterborough infirmary, where he was detained. The man belongs to the West Yorkshire Regiment.

DEPARTURE OF TROOPS FOR THE NORTH.

This morning about ten o'clock H.M.S. *Terrible* left the harbour bound for the North, taking with her the European contingent of the China Field Force.

We stated in our issue of yesterday that the time appointed for embarkation was 6 a.m. By 6.30 a.m. every officer and man was aboard and the ship was ready to proceed on her way. She waited for about half an hour beyond the time fixed for departure, for her mails. This prompt and speedy departure is a striking contrast to the slackness shewn in the transport of the troops by the *Hinsang*.

The arranging for the accommodation of approximately 300 men would offer many more difficulties in the case of a man of war like the *Terrible*, carrying a full complement of men, than it would in the case of an empty ship. We do not know to whom the credit is due for the businesslike way in which the *Terrible* got ready for sea, but it is safe to surmise that the authorities responsible for it are not the same as those who so ably mis-managed the disgraceful embarkation duties in connection with the *Hinsang*, to which we have referred at greater length in our Notes and Comments.

At the commencement of the present war in South Africa, the whole world was completely surprised at the strength and mobility of our Mercantile Navy. Let us hope that the home papers will hear of the way in which Hongkong sent her first contingent to Pekin.

The following is the number of troops which departed by the *Terrible*:—

Royal Welch Fusileers 7 officers, 328 N. C.o.'s and men.

Royal Engineers 1 officer 3 N. Co.s and 16 men, and 12 native R. E. sappers.

Capt. Trevelyan, of the Army Pay Department also went on the *Terrible* in charge of the Treasury, the money for which was drawn from the Hongkong and Shanghai Bank yesterday and escorted from there to the ship under an armed escort.

HONGKONG SHARE MARKET.

HONGKONG, June 15th.

Messrs. Benjamin, Kelly and Potts, in their weekly share report state:—

With the exception of a decline in the quotation for Hongkong and Shanghai Banks and Indo-Chinas, most stocks show an appreciable advance. The Raub Australian Gold Mining Company, Limited, has declared a dividend (No. 11) of one shilling per share payable on the 25th June. The transfer books will be closed from the 17th to 25th instant, both days inclusive. In the meantime, a call of one shilling per share on all contributing shares has been made, and the dividend mentioned above will be appropriated by the Company in payment of such call. We beg to remind our constituents of the following Calls:—Star Ferry Company, Limited—$4 ($2½ capital $1½ premium) due 16th instant. Hongkong Land Investment and Agency Company, Limited,—$25 due 1st July. Hongkong and Kowloon Wharf and Godown Company Limited,—$50 due 1st July. Olivers Freehold Mines, Limited,—50 cents (on 'B' shares) due 17th July. Banks.—Hongkong and Shanghai Banks have reacted to 315 per cent. premium sellers, owing to a drop in the London quotation to £55, presumably on account of the disturbances at Peking. Nationals are enquired for at $27. Marine Insurances.—Unions have been placed at $265. China Traders enquired for at $54½, and Straits have buyers at $1. Cantons have been done at $132½. Fire Insurances.—China Fires have been fixed at $79½ and $79, and close quiet at the latter rate. Hongkong Fires sold in small lots at $295. Shipping.—Hongkong, Canton and Macao Steamboats after sales at $31, have advanced to $31¼. Indo Chinas have weakened and sales at $85 are reported. Star Ferries have been negotiated at $18. Refineries.—There is no business to report in stocks under this heading. Mining.—Punjoms have been sold at $6.10. Jelebus are wanted at $12½. Raubs are firm with buyers at $58. Docks, Wharves and Godowns.—Hongkong and Whampoa Docks have ruled in strong request and have advanced to 530 per cent. premium with very few shares changing hands. Kowloon Wharves are steady at $86½. Wanchais are wanted at $56. New Amoy Docks are enquired for at $21. Lands, Hotels and Buildings.—Hongkong Lands have been in good demand, and sales have been affected at advancing rates up to $139. West Points have been sold at $47 and $47½, and close firm. Hongkong Hotels have risen to $125, at which rate sales have been affected. Humphreys' Estate have been booked at $10.60. China Provident have found buyers at $9.85. Cotton Mills.—We have heard of no business locally; quotations for the Northern Mills are taken from the latest circulars. Cigar Companies.—La Comercials have advanced to 100 per cent. premium, buyers. Miscellaneous.—Green Island Cements are steady at $21½. A. S. Watsons have changed hands at $16, and have further buyers. Electrics, after sales at $11.85 are firm at $12. Ices have been bought at $165. Tramways have been negotiated at $170. United Asbestos have have been done at $8¼ and $8⅝.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Sir John Carrington, Kt., C.M.G., Chief Justice).

June 15th.

DISPUTE AS TO A BUILDING CONTRACT.

His Lordship gave his decision in suit No. 958 of 1899, Soo Sum and Bruce Shepherd, Official Receiver of the Estate of Pang Yam *v.* The Humphreys Estate and Finance Company, Limited. The decision is as follows:—

The Plaintiffs in this suit claim from the Defendants the sum of $1,000 under a contract for the erection of certain houses. The full claim is $1,100, but there is a waiver of $100 in order to enable the Plaintiffs to bring the suit in the summary jurisdiction of the Court.

By their answer the Defendants set up several defences, but the only one which was seriously pressed was that by a prohibitory order made by this Court in its summary jurisdiction in Suit No. 101 of 1899, wherein Chan Yew Ting was plaintiff and Pang Yam was defendant, they were restrained from making payment of the above-mentioned sum of $1,100 which was then due under the building contract in question; that they thereupon, with the knowledge of the Plaintiff Soo Sum, paid that sum into Court; and that such payment into Court was a good and valid payment of the sum and discharged them from further liability in respect thereof.

There was not much controversy at the hearing about the facts of the case, and it is sufficient to state them briefly.

On the 25th March, 1898 the Defendants entered into a contract with the Plaintiffs Soo

Sum and Pang Yam for the erection of seven houses on Kowloon Inland Lot No. 540. For the purposes of the contract Soo Sum and Pang Yam assumed and used the firm name of Sing Kee. The buildings were to be completed by the 1st February, 1889, and the price to be paid by the Defendants for their erection was $18,500. Monthly payments were to be made by the Defendants to the contractors upon the certificate of the architects for the Defendants, Messrs. Palmer and Turner, at the rate of 80 per cent. upon the value of the work done, etc.

It appeared that the Plaintiff Soo Sum financed the contract, while Pang Yam saw to the execution of the work under it. Soo Sum also deposited with the Defendants the sum of $2000 as security for the due performance of the contract. Work was carried on under the contract and certificates were from time to time issued by the architects. These certificates were indorsed by Soo Sum and Pang Yam jointly, and the receipts and cheques for the sums so certified for were signed by them.

In the early part of the year 1899 Pang Yam got into financial difficulties, and on the 3rd February, 1899, Chan Yew Ting recovered judgment against him in Suit No. 101 of 1899 in the summary jurisdiction of this Court for the sum of $1000 with costs of suit. On the 5th February, 1899, a writ of execution was issued on this judgment, and on the same day the Defendants were served with a prohibitory order restraining them from paying to Pang Yam or any one else "the sum of $1100 due by them to Pang Yam for the building of seven houses on Kowloon Inland Lot No. 540." On the following day Messrs Palmer and Turner prepared a certificate—the fifth in the series—for $2100, and two cheques were signed by the Defendants, one for $1000 to be paid to the contractors and the other for $1100 to be paid into Court under the prohibitory order. These cheques remained in the possession of Messrs Palmer and Turner until the 34th April, 1899, because the Plaintiff Soo Sum was not satisfied with this arrangement and refused to indorse the certificate. On that day the sixth certificate was issued, and the fifth certificate also appears to have been indorsed, and the cheque for $1000 was handed to the contractors. On the same day the cheque for $1100 was paid into Court under the prohibitory order. I am satisfied by the evidence before me that the Plaintiff Soo Sum knew of this proposed arrangement, but that he was not a consenting party to it; on the contrary, I find that he addressed protests both to Defendants and also to Messrs Palmer and Turner against the payment of the $1100 into Court. I also find that this payment was made by the Defendants voluntarily and not under any direction or pressure from the Court or its officers. I cannot help thinking that the whole of this trouble might have been avoided if the Defendants had taken the obvious and sensible course of acquainting the Court with the fact that the debt in respect of which the prohibitory order was issued was not the the sole debt of Pang Yam but was a debt due to him jointly with Soo Sum.

On the 7th September, 1899, a receiving order was made by the Supreme Court in bankruptcy in respect of the estate of Pang Yam.

On these facts it was contended by Mr. D'Almada for the Plaintiffs that the whole of the proceedings on the prohibitory order were invalid, since a debt due to a judgment debtor and another person jointly cannot be attached to answer the debts of the judgment debtor alone, and in support of this contention he relied on Macdonald *v.* The Tacquah Gold Mines Company, 13 Q. B. D. 535. On the other hand Mr. F. B. Deacon for the Defendants argued that in paying the money in Court the Defendants were, at any rate so far as the interest of Pang Yam was concerned, relieved from further liability by the provisions of section 76 (10.) of the Code of Civil Procedure. This enactment is in the following terms:—"In every case in which a debtor shall be prohibited from making payment of his debt to his creditor, he may pay the amount into Court, and such payment shall have the same effect as payment shall to the party entitled to receive the debt." He further said that the case of Tse Lun *v.* The Hongkong and Kowloon Wharf and Godown Company, Limited, decided by Mr. Justice Wise in this Court in November, 1897, on the construction of this enactment, was in point and should govern the decision of this case. I think it will be convenient in the the first place to examine that decision and see whether it has the effect contended for. If this is so, I of opinion that, sitting here for Mr. Justice Wise, I must follow his ruling.

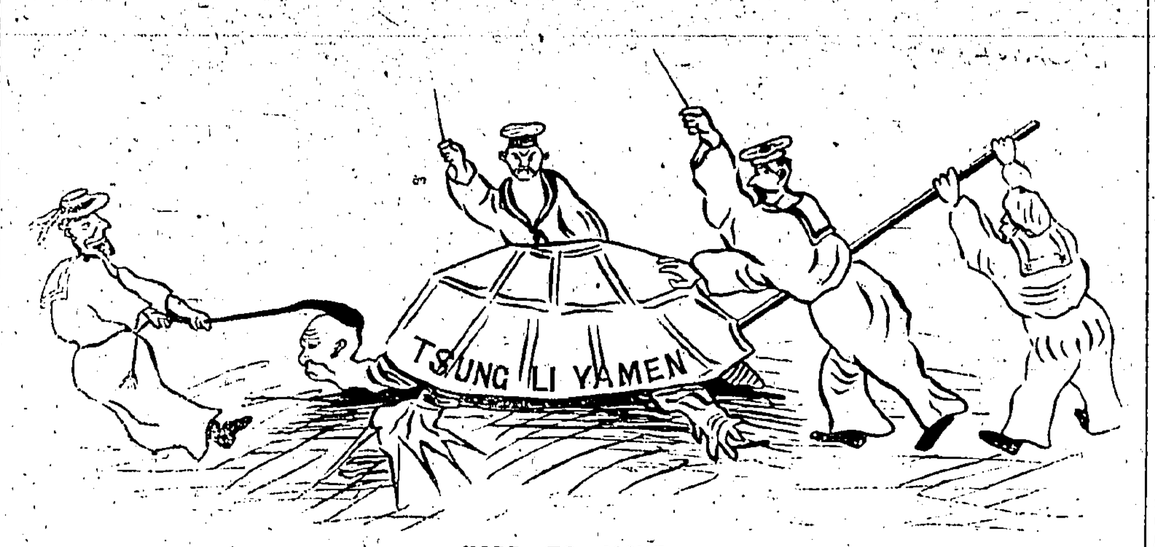
In that case the defendants, being indebted to the plaintiff under a building contract, were served with a prohibitory order in respect of the sum of $1390.36, being money alleged to be due by the defendants under the same contract to a building firm bearing a name similar to that of the plaintiff's firm. The plaintiff informed the defendants that the money was not owing to that firm but to himself, and he objected to its being attached or paid into Court. However, the matter seems to have gone into Chambers, and the Acting Puisne Judge was stated to have made a verbal order that the money should be paid into Court, and it was paid in accordingly. Some months afterwards the defendants were served with a similar prohibitory order in respect of the sum of $391.40. The plaintiff again informed the defendants that the money was not owing to the defendant in that suit but to himself. It is true that Mr. Osborne, the secretary of the defendant company, said that afterwards the plaintiff agreed that the money should be paid into Court, but the plaintiff denied this, and I can discover no finding of the Court on the point. The money was paid into Court. Some months afterwards the plaintiff brought a suit against the defendants to recover the two sums thus paid away from him, amounting together to $1761.76, but after argument the learned Judge held that the garnishee was absolved by section 76 (10.) of the Code of Civil Procedure from all further liability by the payment into Court, and he gave judgment for the defendants. The plaintiff appealed to the Full Court against this decision, but the appeal went off on an objection taken by the defendants that it was out of time.

It will be observed that the case under examination differs from the present case in the fact that there, one of the two payments into Court was made in pursuance of an order of the Court. But the learned Judge does not seem to have rested his decision on that ground, and that ground, at any rate, could only have affected one of the two payments—but he laid down the broad proposition that a garnishee, on being served with a prohibitory order, is absolved from further liability by paying into Court the money attached by the order.

In view of this ruling it would not serve any useful purpose to discuss the question whether in the present case the prohibitory order was rightly issued or could properly affect the debt, because the same question was raised to no purpose in the case under examination. Indeed, the case of Macdonald *v.* The Tacquah Gold Mines Company *supra*, which is now relied on for the Plaintiff was also cited for the then plaintiff in the course of the argument before Mr. Justice Wise.

I am of opinion that the ruling above mentioned is in point in the present case, and that sitting in the capacity which I fill at this moment, I am concluded by its authority. The result is there must be judgment for the Defendants, with costs.

OUR CARTOON.



HARD TO MOVE.

THE NAVAL GUNS WITH THE LADYSMITH RELIEF COLUMN.

The following is the full account of the lecture, delivered by Capt. Percy Scott C.B., and Capt. Arthur Limpus, R. N., at the City Hall last Wednesday evening.

Captain Percy Scott said:—Your Excellency, Ladies and Gentlemen, may I take advantage of the large gathering here to-night, in the name of the Officers and men of the *Terrible*, to thank you very much for the magnificent reception that you gave us on arrival here. May I also thank you for your presence here to-night.

With regard to the mountings of the Naval Guns, so many incorrect reports have been published that I fear you will be disappointed when I explain how very easy they were to construct; a few words and a photograph or two will make them quite clear, and Captain Limpus, who was in every battle south of Ladysmith, will explain the use to which they were put, and also give you a very good account of the final battle in which General Buller drove the Boers from their almost impregnable position on the Tugela, and so relieved Ladysmith. Before describing the mountings of the Guns used, I must point out the necessity which called for them.

On the 14th October the *Terrible* arrived at the Cape and found the Campaign commenced, the Boers already across the Frontier, the British with insufficient troops to resist them, and their base 6,000 mile from the scene of operations.

Under these circumstances it was apprent that the Boers might invest Mafeking, Kimberly and Ladysmith and then, having their base open, bring down from Pretoria long range guns, against which Field Guns would be powerlesss.

I therefore took steps to see whether a mounting could be made which would enable the *Terrible's* long range 12 prs. to be used on shore to keep the Boer seige guns at a respectable distance. By the 21st a mounting was made, tried, and found satisfactory. It consisted of a log of wood to form a trail, mounted on an axletree with a pair of ordinary Cape waggon wheels. On to this was placed the ship carriage, bolted down and secured in such a manner as not to interfere with it being put back on board should circumstances have required it; the necessity of this of course added to the difficulty in designing the mounting, a fact which perhaps my critics overlooked when they condemned it as clumsy.

On Wednesday, the 25th October, General White, in Ladysmith, finding that he had no Artillery capable of keeping the Boer seige guns in check, wired to know if it were possible for the Navy to send him some long range 4.7 guns.

The Admiral asked me if I could design a mounting for a 4.7 and get two finished by the following afternoon. It was rather a rush, but they were ready by 5 p.m., put on board the *Powerful* and she started with them, and four 13 prs. for Durban.

Immediately on arrival Captain Lambton with great promtitude took the guns to Ladysmith. He arrived in the nick of time, and his Brigade played a most important part in the defence of Ladysmith. 48 hours after his arrival the door was closed, and the garison remained beleaguered for 119 days. The mounting consisted of four pieces of timber, 14 feet long by 12 inches, placed in the form of a cross. On to the centre of this was placed the ordinary ship mounting bolted through to a plate underneath. The pedestal and timbers were thus all securely bolted together. Next, the gun carriage was dropped over the spindle, and secured down by its clip plate. Subsequent experiments with a platform of this description showed that it was not even necessary to fill in round the timbers with earth; on firing, a slight jump of the platform, of course, took place, but this in itself was advantageous, as it relieved the strain.

With the whole Natal Field Force shut up in Ladysmith, the Boers rapidly coming south and Durban being absolutely unprotected, the Transvaaler's dream of hoisting the Vierkleur on the Durban Town Hall and driving the English into the sea seemed within measurable distance, and would have been accomplished had the Boers possessed a 1000th part of the courage shown by the British soldiers in attacking their impregnable trenches. There, regardless of loss of life or wounds, regardless of the difficulties to be overcome, they attacked again and again till they captured them or had to stop their onward rush owing to the Boers shielding themselves behind a white flag.

No words of mine can possibly convey to you the admiration which I and everyone who has seen these deep-cut, loopholed and apparently impregnable trenches have for the men who, under a cruel and decimating fire, gallantly assaulted, and carried them at the point of the bayonet, thereby more than upholding all former traditions of the British soldiers' determination, endurance, and above all courage.

His Excellency Sir Walter Hely Hutchinson, Governor of Natal, observing the rapidity with which the Boers were coming south and knowing the unprotected state of Durban, asked the Navy to undertake the defence of the Town. The *Terrible* was sent round for that purpose, arriving on the 6th November.

On the 7th the positions were surveyed, and on the 8th the defence was placed. It consisted of, in all, 30 guns:—Two 4·7, sixteen 12 prs. 12 cwt., two 12 prs. 8 cwt., one 9 pr., one 7 pr., two 3 prs., two Nordenfelts and four Maxims.

These were disposed so as to command all the approaches to Durban, protect the Waterworks and other important positions. The Townspeople rose to a man and gave every assistance: all the local rifle associations turned out, and a corps of mounted local gentlemen undertook all the scouting. It was a great pleasure to work in loyal Natal.

The 4.7 guns used for this defence and subsequently sent to the front, were on a different pattern of mounting to those hurriedly made for Ladysmith.

A double trail was used to allow of great elevation, and iron wheels were supplied. Each wheel consisted of a plate with a bush for the axletree in the centre, round the perimeter an angle iron on each side; outside of that a tyre was shrunk on

A few strengthening strips were put on to the plate. A heavy axletree was supplied, on to which the double trail was secured and the carriage put on to it. Telescope sights were fitted. Six guns of this description of mounting were in use when I left: 2 with Lord Roberts, 2 with Gen. Buller and 2 with Gen. Gatacre.

They were easily travelled by a span of oxen, and were, I think, sufficiently mobile to accompany any column on the march.

By the end of November a good portion of the Ladysmith Relief Column had arrived and commenced to advance, the Naval Brigade, under Captain Jones, and Commander Limpus with two 4.7 and eighteen long 12 prs. accompanying them. The Boers, finding that they must either fight or run away did the latter, and ensconced themselves in their trenches on the North side of the Tugela.

Up to this time news from Ladysmith had been entirely conveyed by carrier pigeons, and wonderfully well they did their work. We could get messages from Ladysmith, but unfortunately could not send any in.

This one sided intercourse might, I thought, be monotonous to the beleaguered people in Ladysmith. I therefore suggested to the General Officer commanding, a means whereby we could get some news in. The offer was accepted. A search-light with a flashing arrangement was mounted on a railway truck, with a locomotive boiler and a dynamo attached. It went to Frere, and communication with Ladysmith was at once established. The distance was about 23 miles.

Apropos of the pigeons I must mention one instance of their efficiency. General White, wishing to send a plan of the situation to General Buller, it was photograped down. Even then it was too heavy, so it was cut in four, and each piece entrusted to different birds. I presume all four birds were flown together, at any rate they arrived at my office in Durban, with only 25 minutes between the first and the last. The distance was about 170 odd miles. Ladysmith owed much to the pigeons.

Here is a photograph of one which brought the following message:—

"From General Sir George White to H.R.H. the Prince of Wales:—"The General Officer Commanding and the Garrison of Ladysmith beg to congratulate your Royal Highness on the anniversary of your birthday. A Royal salute of 11 shells will be fired at the enemy at noon in honour of the occasion.—Ladysmith 9th November, 1899."

To return to my history of the gun mounting. While the main Army was operating in the Spion Kop direction, General Barton was active at Chieveley and wanted a 4.7 on a railway truck to shell a new position occupied by the Boers.

There was no time to make a new mounting, so we put one of the platform mountings similar to those sent to Ladysmith on a low truck, secured it down with chains and cut off the ends of the transverse baulks so as to allow it to pass through the tunnels.

Owing to the amount of energy absorbed by the hydraulic cylinders and the general elasticity of the mounting very little recoil was transmitted to the truck, and consequently the gun could be fired at right angles to the direction of the railway line

As Gen. Barton wished to have the alternative of using this gun off the truck if required, a little extra stability had to be given to compensate for the amount we had cut off the cross beams.

This was done by supplying a moveable beam which could be bolted on when the mounting was "in situ." This was found a great advantage, as the platforms could then be sent intact with those that went to Ladysmith.

Three more guns on this description of mounting were made and operated against the Boers at the final atack on Pieter's Hill,

In this final attack General Buller wanted still heavier ordnance, and wired to me, asking if I could possibly send him a 6 in. gun. The telegram arrived on a Wednesday and the General expressed a wish to have it, if possible, by the following Monday, so there was not much time. A gun was taken out of the *Terrible*, and a design of a mounting prepared, the governing features of which were utility and a desire to comply with the General's wishes as regards time. It was finished on Sunday morning, and sent to the front. Some said that it was clumsy, others that it would fall to pieces the first round. It did not fall in pieces, but put upwards of 500 lyddite and common shell into the enemy's position, a fact which must have led them to regard it in more serious light than the view taken of it by a Member of Parliament, who referred to it as "only picturesque." A Boer prisoner, with whom I conversed, told me that they disliked this gun very much. The mounting was so very simple that I need not describe it; the picture shows all the details.

After the occupation of Ladysmith, General Buller, anticipating going north over the Biggarsberg, asked if I could, now that there was more time, supply a lighter and more mobile mounting for the 4.7 in. gun; there was of course no difficulty in doing this. The heavy ship carriage was removed, and steel used instead of wood; a single wheel was placed in the rear between the trails to facilitate transport. When the extreme elevation of 370 was required, the rear wheel could be unshipped.

When firing with the wheel shipped, a locking arrangement was provided for keeping it in a fore and aft line. It was very mobile and I believe answered well. Four of them were made and turned over to the Royal Artillery.

No limbers were provided for any of these guns, the 6 in. and 4.7 were travelled by a team of oxen, their ammunition coming along behind in an ordinary Cape waggon, the 12-pounders for a short travel were up the tail of the waggon which carried their ammunition. For a long travel the gun was lifted out of its trunnions and put on to its waggon, with the ammunition, the whole not being an excessive weight for a team of oxen.

This, Ladies and Gentlemen, is all I have to say, except to thank you for your kind attention to a necessarily dry subject.

On the conclusion of Captain Scott's lecture, which was received with great applause, Captain Limpus followed and said:—

Your Excellency, Ladies and Gentlemen—Captain Scott has brought you to the point where a Naval Force of 2 4.7 guns and 18 long 12 pounders was sent to work with the Ladysmith Relief Column under the command of Capt. Jones of H.M.S. *Forte*. With regard to my account of our work on shore I simply kept, when I could, a rough diary of events as they happened. Sometimes it was written at night under an ox waggon. So I want to warn you not to expect a readable and interesting account of the operations, but just a string of extracts from that diary, and my only excuse for reading it to you here to-night is that I have been asked to give you some sort of account of what we did.

Whilst at Frere a detachment of Natal Naval Volunteers joined us, and they were a most welcome addition to the crews of our 4.7 guns.

On Tuesday, December 12th, 3.30 a.m., we moved from Frere towards Chievely with two 4.7 guns and six 12 prs. accompanied by General Barton's Fusilier Brigade (the sixth). Here General Buller selected a position on Gun Hill for our guns, and we pitched camp behind it. We now had a still better view and opportunity of observing the Boers' positions.

Wednesday 13th.—At 7 a.m. we opened fire on the Boer Colenso position, their camps and Hlangwani, till 9.30, when the tremendous heat and mirage made satisfactory shooting difficult at such long range as 7,000 to 11,000 yards. There was no reply. The Boers were exceedingly busy this evening, digging, moving about, hauling, etc., and repairing some of the damage done in the morning.

Thursday 14th.—Moved out to Shooter's Hill with our guns and an escort and opened fire from 9 to 11 a.m. and at odd times during the day when a good target offered. This was 2,000 yards nearer and therefore a much better place to work from. There was no reply. During the day the whole of the rest of the force moved out from Frere to Chievely, a distance of about six miles. And this evening we got our orders for the 15th, when the first big move was to take place. These orders were that six 12 prs should join Colonel Long's batteries, and act under his orders; that the two 4.7 guns with four 12 prs (those of Lieuts. Richards and Wilde) should move at daylight to a place about 3,000 yards from the river, and about 800 yards west of the railway; and Lieut. Burne's two 12 prs to remain on Shooter's Hill. These guns were to do all possible harm to the Boer men and material, and to engage any guns that disclosed themselves, and to follow the infantry, when they had crossed the river. This left two 12 prs at Frere, two at Estcourt, two at Mooi River.

December 15th.—Well, gentlemen, the morning dawned—a peaceful, still, perfect summer day—and found our guns wending their way—along string of oxen and waggons—towards our appointed place. The rumbling of the wheels and the cries of the ox drivers alone disturbed the veldt. As the light grew and we recognised what we had decided in our minds to be the Boer gun positions with no sign of life or movement in them, I confess to a feeling of great anxiety. Surely they would never let us take up our position unmolested? And if heavily shelled what would the oxen and Kaffir drivers do? Already the conductors, who owned the teams, began to expostulate and to say that the terms of their contract never included this; and we mentally vowed that with guns drawn by animals, we would, in future, have an arrangement by which the whole team could be slipped instantly from the guns, in case they were killed or stampeded. For of course 100 men can do what they like with even a 4·7, for a short distance; and will do what they are told, shell or no shell. However, not a shot was fired. Our escort caught us up posted themselves; and we unlimbered and came into action, firing our first shot—the first shot of the day—at 5.20 a.m.

Not a sign or a move from the enemy. Meantime Colonel Long with our other six guns was advancing along the east side of the railway. The 14th and 66th Batteries were leading and had got to within about 1,200 yards of Fort Wylie, the Naval 12prs. being 300 yards in rear of them; and all were just being ordered to come into action. This was at about 6 a.m.

Then a tremendous rifle fire was opened on them from rifle pits among the trees, from the river banks; and also a rifle and shell fire from Fort Wylie and its neighbourhood. The attention of the Boers was principally directed to the R.F.A., and therefore the Naval 12prs were able, though with some difficulty in the case of the centre pair, to come into action. The gallant but unavailing attempts of the R.F.A. to withdraw their guns are well known to you all. And General Buller, arriving on the scene, soon ordered the Naval guns back, lest the same fate should overtake them. Lieut James of the *Tartar* brought his pair of guns round to assist the Naval guns on the west of the Railway. The Kaffir drivers of his ox team behaved with marked gallantry throughout. These gentlemen were not elaborately dressed; but some of them had coats on, whose collars they turned up as if the pattering around them was an ordinary rain shower; and then they worked their teams as though nothing unusual were happening. The two guns, which I mentioned as having some difficulty in getting into action, happened to be in the act of crossing a donga when fire opened, and many of the oxen were shot, and the rest got tangled up and their drivers bolted. They were extricated and got into action by Lieut. Ogilvy and Mr. Wright, gunner, in a manner that called forth General Buller's approbation.

The general plan of the advance had been as follows:—

Covered by the long range Naval guns, and after they had prepared the attack by shell fire, General Hart's 5th Brigade (the Irish) were to cross by the Bridle drift just to the east of Tom Robinson Farm: and then sweep along to the east on the north side of the river, and help the main crossing. General Hildyard to advance on the Bridge. Lord Dundonald's mounted men, supported by two guns of the 7th Battery R. F. A. and two Batallions of the 6th (Fusiller Brigade) to move on our right towards Hlangweni (where they came also under a heavy fire). General Lyttleton's and the rest of the R. F. A. were held in reserve to afford support at any required point. General Hart's Brigade failing to strike the Bridle drift, and pushing into the salient loop near it by the river, received a very hot and mischievous cross fire, at about the same time that Col. Long's guns were so heavily attacked.

Two Battalions of Lyttletons' Brigade and Col. Parsons Brigade Division—R.F.A. (2 batteries) were sent to recall his men. The firing now became general all along the line, and I cannot imagine any rifle fire being much more intense or continuous. Boer guns also began to open fire. They were very scattered and well hidden, and the modern smokeless powder makes it exceedingly difficult to locate either guns or rifle men. But we found about 20 guns all told and we did what we could to relieve the troops of their fire. I am afraid Col. Parson's R.F.A. suffered considerably, as Boer guns made a target of them, to which they were absolutely unable to reply. Three guns in particular on our left and 7,000 yards off on top of the hills subjected them to a severe shelling, but we had the satisfaction of worrying those guns directly we saw what was going on and they were absolutely silenced by, I should say, 9.30 a.m.

(To be continued.)

[Owing to the unusual pressure on our columns we are obliged to hold over a considerable portion of the lecture, which will appear in future issues.—Ed., *H.K. T.*]

NOTANDA.

CALENDAR.

JUNE.

Meteorological means based on fifteen years' observations to 1898.

Barometer	29.764
Thermometer	80.7
Humidity	83.0
Rainfall	16.496

TO-DAY.

WEATHER REPORT.

	On date at 10 a.m.	On date at 4 p.m.
Barometer	29.57	29.56
Temperature	76	76
Humidity	95	87
Rainfall	3.36	–

TO-DAY.

Saturday, 16th June, 1900.

Chinese—*20th of 5th moon of 26th year of Kwang-sü.*

Sun—*Rises*	*5hr. 18min.*
Sets	*6hr. 44min.*
High water—*Morning*	*10hr. 24min.*
Afternoon	*0hr. 0min.*
Low water—*Morning*	*3hr. 49min.*
Afternoon	*5hr. 48min.*

ANNIVERSARIES.

1722—Death of the Duke of Marlborough.
1815—Battle of Quatre Bras.
1842—Woosung taken by the British.
1877—New native tax imposed on shipments by foreign vessels at Newchwang.
1896—Dr. Jameson committed for trial.
1898—H.M.S. *Waterwitch* arrived on China station—Amount of Behring Sea award paid over to Sir Julian Pauncefote at Washington.
1899—Fire at Godowns 24 and 25 Praya West Hongkong estimated damage $150,000.

TO-MORROW.

Sunday, 17th June, 1900.

Chinese—*21st of 5th moon of 26th year of Kwang-sü.*

Sun—*Rises*	*5hr. 18min.*
Sets	*6hr. 44min.*
High water—*Morning*	*0hr. 32min.*
Morning	*11hr. 15min.*
Low water—*Morning*	*4hr. 34min.*
Afternoon	*6hr. 33min.*

ANNIVERSARIES.

1775—Battle of Bunker's Hill.
1843—First Hongkong Justices of the Peace sworn in.
1877—Loss of the M. M. steamer *Mekong* on Ras Haffon.
1884—French Supplementary Convention with Cambodia signed.
1891—First junk flying British colours left Chunking.
1896—Loss of the s.s. *Drummond Castle* off Ushant with 242 lives.
1898—H.E. Jung Lu appointed Viceroy of Chihli.—Edict opening a College in Peking.
1899—1d postage extended to Malta, Jamaica, Mauritius, B. N. Borneo and Labuan.
1899—Boating Falality in the Harbour, Gr. drowned.

AGENDA.

TO-MORROW.

CHURCH SERVICES.

St. John's Cathedral:—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.

Roman Catholic Cathedral:—Mass at 6 a.m., 7 a.m., 8 a.m., and 9.30 a.m. Benediction, 5 p.m.

Union Church:—Services, 11 a.m. and 6 p.m.

German Bethesda Chapel, West Point:—Morning Service, 11 a.m.

St. Francis' Church, Wanchai:—Mass *(Chin.)* 6 a.m., *(Port.)*, 7.30 a.m. Benediction, 5 p.m.

St. Joseph's Church, Garden Road:—Morning Service *(English)*, 9 a.m.

St. Anthony's Chapel, West Point:—Mass, 8 a.m.

Wesleyan Methodist Church:—Services, 10.30 a.m. and 5.45 p.m.

St. Peter's Seamen's Church:—11 a.m. and 6.30 p.m.

MONDAY, 18th.

5 p.m.—C. & M. S. N. Co.'s steamer *Menmuir* leaves for Manila (direct).

5 p.m.—Special General Meeting of members of the Hongkong General Chamber of Commerce, at the Chamber Rooms, City Hall.

4 p.m.—C. N. Co's steamer *Sunghiang* leaves for Manila.

8.30 p.m.—Regular Meeting of the Victoria Preceptory and Priory Lodge at Freemasons' Hall.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Canadian *(Empress of India)* 19th inst.
Indian *(Suisang)* 19th inst.
American *(City of Peking)* 25th inst.
German *(Stuttgart)* 27th inst.
American *(Gaelic)* 4th prox.

* * *

The N. P. S. Co.'s steamer *Duke of Fife*, arrived at Tacoma on the 13th inst., from Japan and Hongkong.

* * *

The Imperial German Mail steamer *Preussen*, which left here on the 16th May has arrived at Genoa on Thursday, p.m., the 14th inst.

* * *

The Canadian Pacific Railway Co.'s R.M.S. *Empress of China*, left Yokohama for Victoria & Vancouver on Friday afternoon the 15th inst.

* * *

The N. Y. K.'s steamer *Hiroshima Maru*, (Bombay Line) left Shmonoseki for this port yesterday, the 15th inst., and is expected to arrive here on the 20th inst.

* * *

The Canadian Pacific Railway Co.'s R.M.S. *Empress of India*, arrived Shanghai at 2 a.m., to-day, the 16th inst., and left at noon for Hongkong where she is due to arrive on Tuesday, the 19th inst., at 7 a.m.

* * *

The Imperial German Mail steamer *Stuttgart*, carrying the German Mails with dates from Berlin of the 28th inst., has left Colombo on Friday evening, the 15th inst., and may be expected here on or about Wednesday, the 27th inst.

* * *

HONGKONG AND WHAMPOA DOCK RETURNS.

U.S.S. *Monterey*	at	Kowloon	Dock.
U.S.S. *Oregon*	"	"	"
W. H. Smith	"	"	"
H.M.S. *Hart*	"	"	"
Hainan	"	"	"
Changsha	"	"	"
Freiburg	"	"	"
Fatshan	"	Cosmopolitan	"
Goodwin	"	"	"
Tam O'Shanter	"	Aberdeen	"
Sandakan	"	"	"

Shipping.

Arrivals.

MERIDIAN, British steamer, 2,248, J. W. Wilson, 15th June,—Cardiff 5th April, and Singapore 8th June, Coal.—Dodwell & Co., Ld.

CHARTERHOUSE, British steamer, 1,400, A. Dawson, 15th June,—Singapore 8th June, General.—Joo Tek Shing.

SZECHUEN, British steamer, 1,158, A. C. Hall, 16th June,—Tongku 8th June, General.—Butterfield & Swire.

SABINE RICKMERS, British steamer, 690, J. R. Nasbet, R.N.R., 16th June,—Swatow 13th June, General.—Arnhold, Karberg & Co.

HAITAN, British steamer, 1,183, J. S. Roach, 16th June,—Foochow 13th June, Amoy 14th, and Swatow 15th, General.—Douglas, Lapraik & Co.

SYDNEY, French steamer, 2,076, Allegre, 16th June,—Marseilles 13th May, and Saigon 13th June, Mails and General.—Messageries Maritimes.

VICTORIA, British steamer, 1,018, Dunham, 16th June,—Japan 10th June, General.—E. A. Trading Co.

CHOWTAI, German steamer, 1,115, J. A. Morris, 15th June,—Bangkok 6th June, and Swatow 14th, General.—Yuen Fat Hong.

SAINT QUENTIN, British steamer, 2,170, J. P. Stabb, 16th June,—Barry via Colombo and Labuan 1st May, Welsh Coal.—Order.

AMERICA MARU, Japanese steamer, 3,538, P. H. Going, 16th June,—San Francisco 19th May, Honolulu 26th, Yokohama 8th June, Kobe 9th, Nagasaki 11th, and Shanghai 14th, Mails and General.—J. S. Van Buren.

Clearances at the Harbour Office.

Haimun, British str., for Swatow.
Loongmoon, German str., for Shanghai.
Wo Ling, Chinese steam-launch, for Wuchow.
Tamsui Maru, Japanese str., for Swatow.
Holstein, German str., for Saigon.
Bittern, British 3-masted schooner, for Rajang.
Shuntung, British str., for Amoy.
Charterhouse, British str., for Amoy.
Kwai Lun, British steam-launch, for Macao.
Szechuen, British str., for Canton.
Sabine Rickmers, British str., for Foochow.
Emma Luyken, German str., for Swatow.
Pak Kong, British str., for Canton.
Wuchow, British str., for Wuchow.
Kiangsi, Chinese str., for Chinkiang.
Victoria, British str., for Haiphong.

Departures.

June 16, *Terrible*, H.M.S. cruiser, for Taku.
June 16, *Mongkut*, British str., for Bangkok.
June 16, *Thales*, British str., for Hongay.
June 16, *Agamemnon*, British str., for S'pore.
June 16, *Shantung*, German str., for Amoy.
June 16, *Hinsang*, British str., for Taku.
June 16, *Progress*, German str., for Touron.
June 16, *Benvenue*, British str., for Moji.
June 16, *Abner Coburn*, American ship, for Port Townsend.
June 16, *Undaunted*, H.M.S. cruiser, for Taku.

Passengers—Arrived.

Per *Haitan*, from Coast Ports—Messrs. Smater, Hines, Pichel, and 45 Chinese.

Per *Sydney*, for Hongkong from Marseilles—Messrs. E. Kreil and Correez. From Batavia—Mr. R. Van Dorrser. From Bombay—Mr. F. Maridge. From Colombo—Messrs. T. Magalhaes e Menezes, Pedro Jusmar and Cheop Grant. From Singapore—Messrs. Spencer Prat and boy, R. G. S. Buckland and F. Bonnet. From Saigon—101 Chinese. For Shanghai from Marseilles—Dr. Vengarten, Mr. and Mrs. Sanft and baby, Messrs. Buegne, Malaise, Oscar Hanges, Guffens, Olin, Paszkovsai, L. Minphout, E. Muller, L. Maschkauzan, D. Manfroy, Nicolas Cetu, Pierce Asseline Manrice Guerin, Henri Madier, Jules Mathien, Beany, Dechaupos, Meche, Miss Isabelle Fest, and Mrs. and Miss Mislia. From Saigon Mr. C. T. Smith. For Nagasaki from Singapore—Mrs. Sonayama Hatsu, and Mr. B. Mijakowa. From Marseilles—78 French Marines. For Kobe from Singapore—Mr. Y. Nakajima. From Saigon—Mrs. Cuahaico, Mrs. Oturu, and Mrs. Nacahata. For Yokohama from Marseilles via Colombo—Messrs. A. Atkinson, Mottez and Bousses. From Singapore—Mr. A. S. Hay.

Per *America Maru*, from San Francisco, &c.—Mr. E. Rodgers, Mrs. H. L. Nason, Mr. J. W. Taylor, Miss K. McIsaac, Mr. and Mrs. E. W. Gyulay, Dr. E. de Grane, Mrs. Tormey, Misses M. and J. Tormey, E. Townsend, Mrs. J. W. Heard and 5 children, Messrs. J. H. Downs, W. Baruth, 131 Chinese and 1 Japanese.

Masonic.

VICTORIA PRECEPTORY AND PRIORY.

A REGULAR MEETING of the VICTORIA PRECEPTORY will be held at the FREEMASONS' HALL, on MONDAY, the 18th instant, at 8.30 for 9 P.M. precisely. Visiting Sir Knights are cordially invited to attend.

Hongkong, 13th June, 1900. [762b

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSSEN & Co.

Hongkong, 28th May, 1895. [30

To be Let.

TO LET.

"HARFORD." MAGAZINE GAP.

GROUND FLOOR, 52, PEEL STREET.

5, RIPPON TERRACE.

13, PRAYA CENTRAL.—ROOMS on 2ND FLOOR.

Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 5th June, 1900. [21

Consignees.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

S.S. "BAYERN,"
of the NORDDEUTSCHER LLOYD.

THE above named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before NOON, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 19th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 19th instant, and THURSDAY, the 21st instant, at 9.30 A.M.

All Claims must reach us before the 24th instant, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
Agents.

Hongkong, 12th June, 1900. [22

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FIUME, PORT SAID, ADEN, BOMBAY, COLOMBO, PENANG & SINGAPORE.

THE Company's Steamship

"TRIESTE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

This Vessel brings Cargo:—

From Trieste, *ex* S.S. *Imperatrix* transhipped at Bombay.

From Venice, *ex* S.S. *Apollo* transhipped at Trieste.

From Levante, *ex* S.S. *Electra* and *Espero* transhipped at Port Said.

Optional Cargo will be discharged here.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 21st instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant will be subject to rent.

Bills of Lading will be countersigned by

SANDER, WIELER & Co.,
Agents.

Hongkong, 15th June, 1900. [747b

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"HAIMUN,"

Captain Davis, will be despatched for the above Ports, TO-MORROW, the 17th instant, at Daylight.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co.,
General Managers.

Hongkong, 16th June, 1900. [765b

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"

Captain H. Nagata, will be despatched for the above Ports, TO-MORROW, the 17th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 16th June, 1900. [45

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"SUNGKIANG,"

Captain Moore, will be despatched as above on MONDAY, the 18th instant, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 11th June, 1900. [748b

Shipping.

STEAMERS.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"

Captain Weigall, will be despatched as above on TUESDAY, the 19th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, and is fitted throughout with Electric Light and carries a Doctor.

For Freight, apply to

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 13th June, 1900. [761b

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA MANILA.

THE Company's Steamship

"CHINGWO,"

H. Harris, Commander, will be despatched as above on WEDNESDAY, the 20th instant.

For Freight, &c., apply to

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 7th June, 1900. [740b

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA VIA AMOY.

THE Company's Steamship

"ESMERALDA,"

Captain Blasland, will be despatched for the above Ports, on THURSDAY, the 21st instant, at 4 P.M.

This Steamer has Superior Accommodation for Passengers and is fitted with the Electric Light.

A Doctor is carried.

For Freight or Passage, apply to

SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 13th June, 1900. [753b

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN,"

Captain Helms, will be despatched as above on THURSDAY, the 21st instant, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and *vice versâ*.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 6th June, 1900. [733b

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"ANTENOR,"

Captain M. F. H. Jackson, will be despatched as above on TUESDAY, the 26th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 17th May, 1900. [643b

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY & TAIWANFOO.

THE Company's Steamship

"ANPING MARU,"

Captain J. Saito, will be despatched for the above Ports, on WEDNESDAY, the 27th instant, at Daylight.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 13th June, 1900. [759b

"BEN" LINE OF STEAMERS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"BENALDER,"

Captain C. K. McIntosh, will be despatched as above on or about THURSDAY, the 5th July.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 13th June, 1900. [760b

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ETTRICKDALE,"

will be despatched for the above Port on or about the 6th July, and the S.S. "SIKH" on or about the 13th July. They will be followed by the

S.S. "AFGHANISTAN."

For Freight, apply to

DODWELL & CO., LIMITED,
Agents.

Hongkong, 11th June, 1900. [4

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"MENELAUS,"

Captain Towell, will be despatched as above on TUESDAY, the 10th July.

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 4th June, 1900. [725b

SHEWAN, TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"ACARA,"

Captain , will be despatched for the above Port on or about the 15th July.

For Freight, apply to

SHEWAN, TOMES & Co.,
Agents.

Hongkong, 1st June, 1900. [715b

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"STENTOR,"

Captain Jackson, will be despatched as above on TUESDAY, the 24th July.

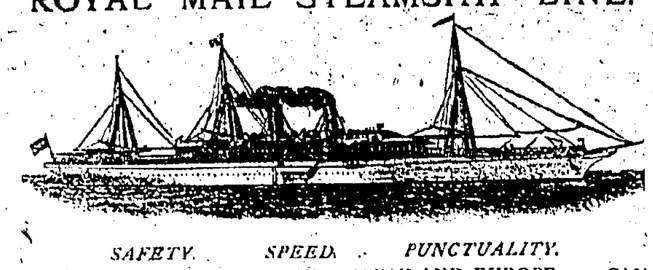
For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 14th June, 1900. [764b

Mails.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.

1900  1600

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA ...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 27th June.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R. WEDNESDAY, 18th July.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R. ...WEDNESDAY, 8th August.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL IMPERIAL LIMITED TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Close connection is made at Montreal, Quebec, Halifax New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Pedder's Street.

Hongkong, 6th June, 1900. [3

NORTHERN PACIFIC STEAMSHIP COMPANIES.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C., AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Glenogle	3,750	W. Frakes...	July 3
Queen Adelaide	2,832	F. McNair...	July 25
Duke of Fife	3,821	J. S. Cox.....	July 28
Victoria	3,502	T. Panton ...	Aug. 7

ALSO

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Argyll	2,907	S. Thomson	June 30
Monmouthshire	2,874	J. Kennedy	Aug. 4
Braemar	3,601	W. Watt ...	Aug. 25
Argyll.....	2,907	S. Thomson	Sept. 15

THE attention of Passengers is directed to the very cheap rates offered by the Line,

HONGKONG TO LONDON £47.

Excellent accommodation. First-class Tables. DOCTOR and STEWARDESS carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £28.

Rates of Passage to other Points on application. *Special rates allowed to members of Government Services.*

Through Bills of Lading issued to Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and *one copy must be sent forward by the steamer* to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to

DODWELL & CO., LIMITED,
General Agents.

Hongkong, 14th June, 1900. [4

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHESON TOPEKA & SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

Taking Cargo and Passengers to JAPAN PORTS, and HONOLULU, THE UNITED STATES, &c.

Thyra	3,812	about	June 30
Energia.....	3,177	about	July 31
Carlisle City.....	3,002	about	Aug. 20
Strathgyle.....	5,023	about	Sept. 15

THE Steamship

"THYRA,"

will be despatched for MOJI, KOBE, YOKOHAMA, SAN DIEGO & SAN FRANCISCO, on or about SATURDAY, the 30th instant.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel packages will be received at the OFFICE until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany cargo destined to Points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For futher information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents,
Hongkong, China and Japan.

Hongkong, 11th June, 1900. [28

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Coptic (via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Tuesday, 19th June, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu).	Saturday, 14th July, at Noon.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 7th August, at Noon.

THE Company's Steamship

"COPTIC,"

will be despatched for SAN FRANCISCO, *via* AMOY, SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA & HONOLULU, on TUESDAY, the 19th instant, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in the service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares for China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM,
Acting Agent.

Hongkong, 11th June, 1900. [7

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"CLYDE,"

Captain E Street, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 23rd instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed *viâ* Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

A. M. MARSHALL,
Acting Superintendent.

Hongkong, 9th June, 1900. [5

Mails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAGOSHIMA MARU..... R. Nunome	MOJI, KOBE and YOKOHAMA...	TUESDAY, 19th June, at Daylight.
MIKAWA MARU M. Takahashi	SHANGHAI, CHEMULPO and NAGASAKI.....	TUESDAY, 19th June, at 4 P.M.
HIROSHIMA MARU S. Tsuji	BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 22nd June, at Noon.
YAWATA MARU..... A. E. Moses	NAGASAKI, KOBE and YOKOHAMA	SATURDAY, 23rd June, at Noon.
INABA MARU..... W. Bainbridge	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	FRIDAY, 29th June, at Daylight.
FUTAMI MARU..... J. Thom	SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 29th June, at 4 P.M.

For further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA,
Manager.

Hongkong, 6th June, 1900. [6

NORDDEUTSCHER LLOYD. *(Freight Service.)*



HAMBURG-AMERIKA LINIE. *(Freight Service.)*

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ARMENIA Ostermann	NEW YORK. (*via* SUEZ CANAL).	About 30th June.	Freight.
SAMBIA G. Schmidt.....	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 2nd July.	Freight.
WITTENBERG ... Hempel	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 17th July.	Freight.
*SAVOIA Jäger	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 31st July.	Freight and Passage.
*SILESIA Behrens	HAVRE and HAMBURG. (LONDON with transhipment in HAMBURG)	About 8th August.	Freight and Passage.

* These Steamers have Superior Accommodation for Passengers and carry a Doctor and a Stewardess.

For further Particulars as to Freight, Passage, &c., apply to

CARLOWITZ & Co.,
Agents.

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TOYO KISEN KAISHA.

TO SAN FRANCISCO, *VIA* INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Tuesday, 26th June, at Noon.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, 21st July, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu)	Thursday, 16th Aug., at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 26th instant, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and Passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 2nd June, 1900. [7

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu).....	Thursday, 5th July, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Tuesday, 31st July, at Noon.
City of Rio de Janeiro (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	Saturday, Aug. 25th, at Noon.

THE U. S. Mail Steamship

"CITY OF PEKING,"

will be despatched for SAN FRANCISCO, *via* SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 5th July, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point *en route*.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States of Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Franscisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points, beyond San Francisco, in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 11th June, 1900. [7

WAR BALLOONS AT THE CAPE.

A TALK WITH MR. A. B. DELMARD.

A bright warm January day in the harbour of Grand Canary; shipping all round us, and the brilliant blue of a calm Atlantic on one side; on the other volcanic mountains—reaching, range upon range, far into the interior—of the beautiful island itself. We—that is, Mr. A. B. Delmard, the well-known war-ballooning expert who was sent out by the Maxim-Nordenfelt Company to Italy to superintend the formation of the ballooning corps for the Italian expedition to Abyssinia, and who worked for some time with Commandant Charles Renouard, the head of the French Balloon Corps at Meudon, and myself—were pacing up and down the deck of the ill-fated transport the *Denton Grange*, which laden with Colonel Templer's numerous scientific appliances necessary for the new warfare in which we are now engaged in South Africa, unfortunately ran ashore a few weeks ago on the Canary rocks.

Looking down into the hold, wherein were stored the armoured train and the great steam ploughs for trench-cutting and other engines of war, Mr. Delmard remarked to me, "Do you know that of all the catastrophes that have happened to us in this war, this, in my opinion, is the most serious. Success in war nowadays depends upon scientific engineering, and here is detained at the most critical moment Colonel Templer with all these fine appliances for modern warfare. Certainly the balloons and gas vessels have gone on; but what use are they without Colonel Templer himself, the guiding spirit of the whole thing, and, who, next to Commandant Renouard, is the greatest war-balloonist in the world?" "Ah! you are talking about the gas vessels, Delmard," cried Colonel Templer, who came up to us at that moment; "do you know that those are the very vessels you yourself designed for me in the old days at Chatham? We have never been able to improve upon them, and, mark my words, they will do good service at the Cape." "Well, Mr. Delmard," I said, as the busy Colonel rushed away, "what do you think of the war-ballooning prospects in the Boer war?"

"In a war of this kind balloons are indispensable; and in conversation with some English officers a few weeks ago I expressed astonishment that the Government had not sent out Colonel Templer at the very outbreak of the war. Had they done so the disasters that have occurred would have been next door to impossible. In an article which appeared in the *Pall Mall Magazine* some months ago I stated that in the Bechuanaland expedition, the chances of war, which at one time were adverse to the English, took a decided turn in their favour from the moment of the first ascent of these war-balloons. For this statement I have Colonel Templer's authority, and he also gave me some interesting particulars of his experiences in the Egyptian campaigns under Sir Garnet Wolseley and General Graham. In one instance the Soudanese attacked General MacNeill's zareba established to protect the environs of Suakin. The attack took place during the night, and many of the English were put *hors de combat*, though they just managed to keep the zareba from falling into the hands of the enemy. Major Templer, as he then was, made several ascents after the attack, and detected the enemy in the bush preparing for another advance, of which the force in the zareba were totally unaware until warned by him, and they were thus able to prepare for and repulse the enemy. "Ah! and the great thing about war balloons," cried Colonel Templer, who was dodging hither and thither all over the *Denton Grange*, and who came up to us at that moment, "is that nothing demoralises the enemy so much as these balloons, since they cannot find cover from them to hide their movements, and Master Boer will hate that more than anything. Good gracious!" went on the gallant soldier, who fretted sadly over his unfortunate detention, "how I wish I was there!"

"And now, Mr. Delmard," said I, "with your experience both of the French and the Italian balloon system, how do you think we compare?"

"For practical purposes in warfare we are absolutely in the front rank. The Italians base their whole ballooning system on English lines as known to them ten years ago, and from what I can gather they have stood still ever since, whereas the English have steadily progressed and improved from year to year. The French have wasted their time in almost unsuccessful attempts to produce a navigable ballon which shall be serviceable in war time, but up to the present the captive balloon system is the only practicable one."

"But how does a balloon corps set to work in the stress and flurry of a big battle? How do they fill and float the balloon?"

"Well, to begin with," replied my friend, "they of course are considerably in the rear, and therefore can work as calmly as on parade. The first thing is to inflate the balloon with hydrogen. You may remember that I told you some time ago that the old system of producing the hydrogen was superseded in France by an improvement invented and patented by Commandant Renouard and myself in the electrolysis of water, and I was rather gratified to hear from Colonel Templer that he himself had adopted this system. Of course the gas is produced at some great centre, then compressed into such gas vessels as those we had already mentioned, which, I might explain to you, are of steel, and contain 140 cubic feet of gas, after having been put to a pressure of 120 atmospheres; the vessels are light and strong, and therefore very easy of transport to the seat of war. At Meudon, the French establishment, the vessels contain 1,400 cubic feet, and are therefore practically useless for transport purposes. To inflate a balloon of 10,000 cubic feet, which is the most serviceable size, you will see that about eighty gas vessels would be required—not a difficult undertaking with the modern means of transport, even in a wild and difficult country. To give you an idea of the rapidity with which a balloon can be inflated, I would state that from start to finish the whole proceeding does not occupy more than twenty minutes. When I was Chatham I remember that, to protect the balloon during inflation and to screen it from observation when inflated and until required for use, a circular pit was dug in the ground of sufficient size to entirely contain a wholly inflated balloon with its car attached. A spiral path leading to the bottom was cut inside the pit for descent and ascent. At the bottom was placed the windlass and cable, the gas vessels, and all the necessary appliances; so that if it is possible to adopt this system at the Cape, the men, who are of the utmost importance to the aeronaut, since it is they who work the winch to which is attached the cable holding the balloon captive, are thus perfectly protected from the enemy's fire. What a horrid position poor Templer would be in if his corps were killed whilst he, suspended in the air, was unable either to ascend or descend! Of course he could, by opening his valve, permit the gas to escape—but gas on the field of battle is far too precious to waste—or he could cut his cable and take his chance of falling into the enemy's lines. Should the balloon be damaged by the enemy's fire, experiments have shown us that the escape of gas would only cause the aeronaut to descend in the ordinary manner of a free balloon when the valve is opened. *A propos* of these experiments, a shot was fired from a Lebel rifle at a balloon 500 feet up. It only penetrated the fabric below the equator with no result. Upon many shots being fired, several of which penetrated the balloon and passed out near the upper valve, it descended after six hours. But it appeared that, whatever the number of shots, the loss of gas was never sufficient to cause the balloon to fall rapidly. Also a shrapnel shell has been fired at a balloon when at an altitude of 1,500 feet, but this was above the limit of the elevation of the gun. Were it possible for the shell to penetrate the balloon it would do so below the equator, and a balloon loses but little of its lifting power if a rent is made below the equator.

"Of course, if they hit the aeronaut, well, so much the worse for him, as George Stephenson observed concerning the locomotive and the coo. The British corps is the only one which exclusively employs skin—gold-beater's skin—for its balloons.

"The French, Italians, and Germans make use of silk, and sometimes cotton; though the skin by its impermeability—the loss of gas being only 3 per cent. in twenty-four hours—is far superior to the last-named material."

"Then," said I, "how long at that rate would the gas last?"

"It's not a question of how long the whole of the gas would remain in the balloon," replied Mr. Delmard, "but how long a period would elapse before the loss that I have mentioned equals the lifting power. It is a very varying quantity, depending upon the quality of the skin, the state of the atmosphere, and many other points. I should calculate that the ballon would require to be recharged—not necessarily refilled—every twenty-four hours. In the experiments made in France two or three years ago it was considered quite a record when a free balloon remained in the air twenty hours; for although I stated just now that the loss of gas was only 3 per cent., I did not mean the loss of lifting power, which is very often much greater; and it was for that reason that when I heard of Andrée's attempt—who, by the bye, had often unsuccessfully put his scheme before Renouard and myself, for we did not in the least believe in his wild theories—I said that the man would be in the sea in twenty-four hours after his start; and upon my word I am afraid I was right. I cannot understand the ignorance displayed in these matters by the majority of people, and even by distinguished scientists. Even the romantic Jules Verne in his 'Five Weeks in a Balloon,' with all the licence accorded to imaginative writers, foresaw that difficulty, and invented a novelist's method for replacing the loss of gas—a method, however, which would be quite impracticable in real life."—*H. Gazette.*

"TOMMY'S LITTLE TAILOR'S BILL."

WHAT CLOTHING THE BRITISH ARMY COSTS

Thomas Atkins—that is, Thomas Atkins in the aggregate—is an expensive man to clothe, and his tailor's bill, presented once a year and duly paid for him by his employers, is about the biggest that ever comes up for settlement in Great Britain.

Individually he is not at all an expensive man to keep tidy. When he first dons uniform he is, of course, given a complete rig-out, some items of which have to last him a very long time. He gets a pair of boots once every six months, and these boots cost just under ten shillings a pair. An ordinary pair of trousers costing a couple of shillings more go to him once a year, and a reserve pair every alternate year, an undress coat at about half-a-sovereign once a year, a tunic at a shilling extra once in two years, leggings at three shillings and nine-pence once in three years, a great coat at less than a sovereign once in five, a helmet at four-and-eightpence once in four, field cap at a couple of shillings annually, a cape at a trifle under six shillings once a decade, and a shilling haversack which lasts him three years.

Making proper allowance for the period which each item of his attire has to last him, and adding a trifle for one or two small necessary sundries, it works out that his annual tailor's account comes to just under £3, and very respectable, it will be admitted, he looks upon it. This, however, it must be borne in mind, is what it costs to clothe quite the cheapest kind of British soldier, a private of infantry of the Line. When Atkins advances in rank, or if he belongs to a more showy arm of the service, the nation has to put its hands in its pockets for a little more to dress him properly.

For instance, if he is a Guard and wears a bear-skin, that highly effective head-dress costs us no less than £9 15s., against which rather staggering fact, however, is the other one that it has to last nine years, and if not done with when the Guard quits the service it is passed to a budding recruit to have its term completed. Nine years seem a long life for a hat, but even that period is easily distanced by the twenty years alloted for the metal helmets worn by warrant officers of the House-hold Cavalry.

Making a comparison of the cost of clothing the rank-and-file of the different branches of the service, it will be found that each man's tailor's bill, reckoned to the nearest shilling, comes out thus:—Line infantry, £2 18s.; Artillery, £4 10s.; Hussars, £4 10s.; kilted Highlanders, £3 15s.; unmounted Engineers, £4 4s.; mounted Engineers, £6 13s.; Life Guards, £7 1s. When a private of the Line infantry, or one who wears kilts, attains to the dignity of a sergeant, the extra cost of his dress is very trifling, nor is the sergeant Hussar much more expensive than his inferiors in rank; but it costs in round figures from a sovereign to thirty shillings a year more for the superior in rank in the Engineers and Artillery, and as much as a couple of pounds in the Life Guards.

These various items set down in this innocent manner may not cause the British taxpayer a moment's uneasiness, but when army boots, army trousers, army hats, and so on are all lumped together by the officials who make up the big tailor's bill, that may hardly be the case. As an example, one is apt to pause for reflection when it is remarked that the diversified head-dresses of all our "Tommies" occasion us to put our hands in our pockets to the tune of nearly £50,000, and that the leather articles fitting upon the other extremities to more than four times that big amount! Coming to the final grand and wonder-waking aggregate, we find that we have to pay on average about a million sterling annually for our soldiers' dress! It varies a little each year, but it is not on the decrease. And this, it must be borne in mind, is only for non-commissioned officers and men; for the others buy their own, which, considering the very considerable cost of most of them, is a matter on which the public may sincerely congratulate itself.

And how much of all this do we get back from the left-off clothing shop?—for sooner or later the uniforms find their way there. The average person's visit to this establishment is disappointing, and so is the War Department's. "Tommy," however, is encouraged to take care of his clothes, and when they are discarded they are no longer fit for the Queen's soldiers. They are disposed of to contractors, who do the best they can with them. A large proportion goes to the making of new cloth, whilst another is cut up and used in making civilian "second-hand" clothing. Other uniforms find their way entire to many strange places, such as the bodies of uncivilised heathen and so on. The wonderful bearskin, which cost over £9 to start with, goes off to the contractor for just so many pence, and Glengarry caps are sold off to him at the wholesale rate of eight a penny! Boots are now fourpence a pair, and the other parts of the uniform are proportionately cheap. The contractor buys a complete set of "Tommy's" toggery, including trousers, tunic cap, boots, and over coat, for less than six shillings. Such are the wonders of Mr. Thomas' tailoring.

QUEER DISPOSAL OF "TOMMY'S" CHOCOLATE BOX.

These boxes will be valuable some day, and even now in the thick of the fray Tommy sets great store by his metal case. Possibly he intends at some future date to place it to some peculiar use, if not tempted to sell it to curiosity hunters.

The son of a West Riding merchant has sent his box home, and his devoted mother shows it with pride to friends and callers; not the plain box as originally received, but set with pearls and rubies, the gems being taken from a brooch and pair of ear-rings, and arranged to encircle the portrait of Her Majesty. The case is silk-lined, and within rests a trio of medals—war medals—presented to her husband years ago. With a touch of womanly pride she has left a vacant space, hoping that before long her son will deposit an emblem of his prowess in the elaborated chocolate box.

A Royal box, rendered especially valuable because, being carried in the breast pocket, it shielded the wearer from the enemy's bullet, is now a treasured possessiop in a Surrey home. The face of Queen Victoria is badly shattered, the gilt and lacquer broken, revealing the white metal, and a long crack runs from corner to corner of the lid.

Tommy Atkins is not devoid of sentiment, and no hardship will erase from his mind the memory of the girl he's left behind him. The owner of the dilapidated box has given the home folks instructions to place all his love letters in the case, which, fastened down is to await his return to civilian life. This has accordingly been done, and when her beau is relieved the writer of the carefully preserved epistles will claim her soldier brave.

Refusing tos. for his chocolate box a young trooper sent home the Queen's gift, sweetmeats and all complete. His worthy parents have utilized the case as a savings-bank an insurance policy and several coins being placed there-in—and the trophy of war is carefully locked away in a glass-panelled corner cupboard, where all may see but none handle.

A handkerchief case made of a Queen's war-box should be highly valued by the lady recipient. Enamelled pale blue within and artistically decorated as to lid, this noteworthy article is in the possession of a Manchester girl, and to prove how much she appreciated the forethought of her *fiance* she has affixed a shield of silver to the lid, bearing the Christain names of both. The enamelling and decorating of the box was done by a London cousin prior to its transmission home; and the half-dozen handkerchiefs that rest within are the silver flax productions of a famous Irish house, the initials being worked in human hair—strands from the tresses of the future Mrs. Atkins.

The writer recently saw offered for sale a chocolate box ruffled within with crinkled paper, and filled with enamelled buttons bearing portraits of Kitchener, Baden-Powell, White, Kruger, and other celebrities arranged in careless style, while miniature war pictures occupied the extra corners. For this a gentleman offered a guinea, but such sum being refused, thirty-five shillings met with acceptance. There is a ring of pathos connected with the box under notice: the poor mother of a wounded son sold the empty tin for five shillings, being sadly in need; her purchaser elaborating it in the manner described above.

All credit is due to the gentleman who rescued the Queen's present; it was restored to the old lady minus the photographic buttons, and to her intense delight a note for £5 was inclosed by the generous donor. She now awaits her son's return; but, alas! his right arm is amputated above the elbow.

It has been said that a native runner utilized a chocolate box for conveyance of messages—other means preventing hasty departure. The same box was given up by a dying soldier, who still had his country's cause at heart.

A musical member of our Army wrote out the music of the "Absent-minded Beggar" on his chocolate box, scratching lines and notes with the point of a penknife. The copy was easily decipherable, and the decorated tin is now often seen on the music-stand at home, a sister having carefully painted over the notes in black enamel.

Probably the strangest use to which one of the sweet meat coverings has been placed is the box which serves as a safe for the storage of a child's caul. A young soldier, father of two boys has sent home the casket, and the wife deems it a fitting receptacle for the caul: the lid being fasted down by strands of red, white, and blue ribbons.

Photographs of a chocolate box were sent abroad to the friends and relations of a hero in the South; while thousands of stamp photos of the famous gift are in circulation.

Signatures of celebrities in musical, literary, and dramatic circles on a Queen's gift box add to the value of the article. It is reported that a soldier's wife has secured the autographs of many important people, the names being scratched on the metal lid by means of a penknife, and duly dated.—*R. Times.*

TOY SOLDIERS.

It is now twelve years since the Ladies' Committee of the Peace Society voted that the toy soldier should be cashiered, and that in view of the fact that the unit of the nation was the family, and that the child was the father of the man, no such inflammatory toys should be admitted into the schoolroom. But time brings its revenges, and if the child is indeed the father of the man, and militarism is learnt in the nursery, the next generation will be hard to hold. The purveyors to the trade have announced that for the present it is impossible to meet the urgent demand for toy soldiers, and that months must elapse before it can be produced. The waste of toy soldier life is now excessive owing to the destructive weapons, *including Maxim and air guns, now supplied at* very cheap rates; and the insistence of all boys that their soldiers shall campaign in the open and be left out "on the veldt" at night causes losses in "missing" and other casualties never yet equalled in the annals of toy warfare.

As her Majesty has issued a personal appeal to old and veteran soldiers to take up arms for home defence, so an attempt has been made to induce the boys of this country to employ the old-fashioned toy soldiers to take for a time the place of those lost in the waste of war. The supply of these veterans has never wholly ceased, and their reappearance among those of the present generation has caused general satisfaction and awakened not a few interesting memories of the past. They are never allowed to appear in the fighting line, but are used for garrison duty, where they make a good show, and set an example of old-fashioned rigid drill and smartness of uniform which cannot fail to have a good moral effect on the modern khaki and slouch-hatted toy irregulars now so much in favour. These varnished veterans of the army of wooden soldiers still stand to arms as stiffly as ever, though judging from their uniforms they must have fought in the squares of Waterloo. They are all Grenadiers, and their dress and equipment have never altered since the Duke said "Up Guards and at 'em." They all shave clean, as they did in 1815, and wear business, white-duck trousers, and swallow-tailed red coats—not tunics—and every one of them is as a ramrod. Their artillery also survives,—large yellow wooden muzzle-loading cannon on magenta wheels, which shoot a low velocity stone marble, specially adapted for killing wooden soldiers. It was hoped that very large numbers of the flat "tin soldiers" of the Napoleonic or Second Empire period might have answered the call, but owing to the feebleness of their constitutions nearly the whole of this class had either perished or become absolutely non efficient. It was stated that, like the French armies which they are intended to represent, they entirely disappeared after the reverses of 1870, since, and even before, which period other soldiers, mainly British, solid and made of lead, together mith vast armies of a similar calibre made in Germany, have entirely taken their place. After very strict search a few battalions were found, which had been forgotten, and left in isolated stations in old London shops, or had been ordered by mistake by the nursery. War Office clerks They had outside their boxes striking, if apocryphal, pictures of the battles of Magenta and Solferino, in which they were alleged to have distinguished themselves. But the better-informed Continental and English boys now say that these victories were only "fakes" in the Emperor Napoleon's specially-written histories of his own reign, and that really they were nothing to be proud of. Those who did come forward of this class of soldier are believed to have been purchased in order to fight on the Boer side, and to have been enrolled with the other "Strolche" of Europe in their mercenary levies. Yet it must be admitted that in his day the thin tin soldier was not despised, and occupied an honourable place in the battles held on dining-room tables, when all the extra dinner party leaves had been inserted, and all the toy soldier forces, down to the last wooden Grenadier without a stand, were arrayed in opposing lines and squadrons. The officers held their swords pointing gallantly upwards and forwards, while their heads were turned back addressing their men; the buglers ran and bugled for all they were worth; and the ensigns in red képis and with standards pressed steadily on, with their heads and flags bowing forwards to the storm. And the Zouaves—we remembered them in the Crimea—were very popular fellows indeed.

Nor is there anything nowadays in the raising of armies of toy soldiers quite so exciting as the purchase and de-boxing of these thin tin soldiers. They always used to lie on flat paper shavings, sometimes in layers two deep, and there was no knowing when you would come to the end of them, or whether, if the paper were shaken out again, an extra soldier might not be found hidden at the bottom. There was even one special class of tin-soldier which could be bought in glassfaced boxes at one penny for twenty, and were often purchased to make up levies en masse as food for powder. The immense costliness of modern warfare has changed all this, and reduced the number of the toy soldiers while increasing their efficiency. First they were made solid, and painted with the thickest and most brilliant paint exactly as the uniforms are made in real life. Then the horse soldiers were made so as to take off there horses, with little lead spikes to fit them on; and later the spikes were dropped, and the soldiers sat on removable saddles, and held themselves on by merely squeezing their leaden legs against their chargers' sides. Their very faces and moustaches were painted, and in time the features of well-known generals of the day could be clearly recognised in the countenances of the officers of the lead soldiers. There is something intensely fascinating to the minds of boys, and of older persons too, from Uncle Toby onwards, in the making of model sieges and miniature presentments of the attack and defence of cities. It is certain that M. Viollet le Duc, in his "Histoire d'une Forteresse" enjoyed these mimic battles, these artful minings and counter-minings, the running out of trenches, and the devising of flankers and enfiladings for his imaginary fortress, as much as he did his magnificent projects for architecture. So delightedly does his mind dwell on his toy fortress, that he builds and rebuilds it, takes it, and beseiges it again, under a dozen different ages of the nations, and in many forms of war, and of attack and defence, as existed between the days of Franks and the invasion of France by Moltke's battalions. Old Albert Dürer did much the same, and while playing at soldiers in his studio, devised one of the cleverest embrasures for musketry ever yet thought of, and practical designs for the defence of Nuremberg. There is a good deal of "mind" of a kind, and imagination in no small measure, in boys' play with their puppets of war, and when they take to serious fort-designing and seige operations they often acquire the rudiments of a very fair knowledge of the principles of the defence of camps and cities.

But from the boys' point of view the greatest attractions of toy soldiers are that they can be used to play any game you like, and will fight through a hundred battles, or campaigns, or sieges, or stormings, or even go on board ship, with the certainty of drowning if they fall overboard; and that every one can make his own rules of war according to fancy. But it has always been found that they are far more effective for regular warfare and ordered battles and set and solemn sieges according to rule, than for the makeshift irregular fighting which the present war requires. It is far more satisfactory and pretty to look at, to set out the siege of Sebastopol or the battle of Sedan than to scatter soldiers about in dongas and kopjes and besides, dongas and kopjes, except out-of-doors, are difficult to make. And what prettier show has the school-room or dinning-room table to exhibit than the rows of toy battalions set up by the future soldiers of the Queen? The gigantic model of the battle of Waterloo at the United Service Institution is dull and lifeless compared with early and intuitive presentments of the real art of war. Toy soldiers were never so popular as now, and never so well made. It is almost impossible to buy an infantry regiment, or even any cavalry, except those not clothed in khaki. All the rest have gone to the front. There they may be seen in the evenings, and on Sunday afternoons, exquisitely equipped, and with the finest air of the English good manners and high breeding. There are Royal Horse Artillery in thousands, mule batteries and screw-guns, Lances and Colonial Volunteers, and the C.I.V. Corps have just appeared. The Naval Bridage with 4.7 guns is in great force, so are the Gordon Highlanders and the Engineers with pontoon trains. There are balloon corps, but no field telegraph as yet, and any numbers of Egyptian regiments, including a camel corps. Boers there are also made in England, who are villains, and holy-looking Boers made in Germany, who look like a cross between the Ettrick Shepherd and William Tell. Perhaps the most promising omen given by the toy soldiers is this,—all the best are now made in England, not in Germany, and outside their boxes the names of the regiments are correctly given, with a list of all the battles they have been engaged in for the English flag.—*Spectator.*

MRS. PATRICK CAMPBELL'S HUSBAND.

To most people the bald statement that "4810 Sgt. Patrick Campbell" whose name was included in Lord Methuen's list of dead at Pietfontein, was the husband of Mrs. Patrick Campbell, the famous actress, is by this time a well-known fact. But to those who knew him—and they were many—the sad news comes with a crushing force. Patrick Campbell was in the best sense of the word a gentleman, high-minded, modest, and sincere, and, for all his mildness of manner, the pluckiest of the plucky. In appearance he so much resembled Sir George Arthur as to be often mistaken for him. A splendid sportsman, he could shoot and ride with the best of them, and it was thought, when it became known that he had volunteered for the Imperial Yeomanry, that he would have made his mark as a soldier, but death, alas, has too soon rendered futile the hopes that were centred upon him.

His marriage with "Mrs. Pat" was quite a romantic runaway affair, and took place when she was barely seventeen, and her husband nineteen. The wedding was celebrated at the quaint old church of St. Helen's Bishopsgate, of all places in the world, in the very heart of the City. Forced to part from her, to seek employment in South Africa, it was seven years before Patrick Campbell was able to join his wife again. After her appearance in "The Second Mrs. Tanqueray" he returned to England and became known and cordially liked by her large circle of friends.

Here is a little story of Mr. Campbell's previous visit to South Africa. His endeavour to find fortune at the Cape was attended at first with but very indifferent success. Time passed, and he drifted to Beira, a dreary pestilential fever hole, surrounded by swamps. Meanwhile Mrs. Patrick had gone on the stage, quickly won recognition as an actress—recognition in the substantial form of hard cash. She wrote to her husband, acquainting him with her good fortune, sending him money, and begging him to return home. But this Mr. Campbell hardly felt inclined to do. To an independent man, the idea of living on his wife's earnings was not attractive. So he stayed on at Beira. He was at this time earning his living as larder provider to the principal hotel. Beef and mutton being generally unprocurable, the only fresh meat to be had was antelope. Mr. Campbell, being a good shot, was engaged by the hotel owner at a fixed monthly salary, with rations and lodging, to shoot game for the hotel table. The lodging consisted of a tiny hut adjacent to the main building. For a while all went well, and Mr. Campbell shot game and pocketed his salary.

But one night, as he slept—heavily, no doubt, after a days' shooting—a rascally Kaffir entered the hut and stole his whole kit. Campbell awoke to find his worldly possessions reduced to his sleeping suit and blanket. A trying position truly, and it is not surprising that this little episode, especially as none of the lost clothes and effects were recovered, disgusted him with South Africa in general and Beira in particular. At all events, not long after this he sailed for home. Though he failed to win fortune at the Cape, he won the respect and esteem of all he came in contact with, and his loss will be sincerely deplored by many in South Africa. For "Mrs. Pat," whose brilliant career has thus been so sadly clouded, her numberless friends will have the deepest sympathy.—"M.A.P."

DUCHESS OF FIFE'S ALBUM.

The Gem has secured, some extracts from an album in which the Duchess of Fife has kept the personal opinions, personal tastes, and impression of nearly every member of the English Royal Family. "Likes and Dislikes" is the title of one section of this album. The Queen's entry is this:

God has been so good to me, and given me so much to make me happy during life that now, in my old age, I will not confess that I have any dislikes.

The Prince of Wales's likes and dislikes are thus recorded:

I am happiest when I have no public engagements to fulfil; when I can smoke a really good cigar and read (must I confess it?) a good novel on the quiet; when I can, like plain Mr. Jones, go to a race meeting without it being chronicled in the papers next day that "his Royal Highness the Prince of Wales has taken to gambling very seriously, and yesterday lost more money than ever he can afford to pay;" when I can shake hands with and talk to Sir Edward Clark without it being rumoured that "The Prince of Wales is violently opposed to the present war"; when I can spend a quiet evening at home with the Princess and my family. I am unhappiest when I have a raging toothache, and have to attend some social function where I must smile as pleasantly as though I never had a pain in my life.

The Duchess of York writes:—

I dislike every woman who thinks that her children are more beautiful than mine, and I like every one who loves the Queen.—*P. M. Gazette.*

THE STORY OF A BUNCH OF VIOLETS.

A correspondent of the *Telegraph* writes: "I was the eyewitness the other day of a little scene that will live in my memory while I live. With hundreds more, I went to the docks to see one of the mighty transports leave with our good men and true for the front. Just as the ship moved off from the quay-side I noticed a beautiful girl, of twenty or less, vainly trying to say good-bye to her sweetheart, a stalwart young fellow in khaki. But no words would come—her heart was too full for words. Mutely, her eyes swimming with tears, she plucked a tiny bunch of violets from her breast and attempted to pitch it on board the steamer. Of course, the love-posy missed its mark, and dropped into the dirty water. The girl's grief, if great before, now became almost hysterical. Smothering her sobs, she turned to leave, when a gallant young gentleman, who had noted the incident went forward and offered her a buttonhole from his coat. With a shake of the head she declined it, saying in a broken voice: 'I brought the violets for him and they are floating in the dock.' 'Let me get them for you,' said the youth, and before she could say more he had procured a boat hook, on the end of which he swung a bucket that happened to be close by. In a trice the bedraggled violets were fished ashore. By this time, however, the transport was many yards away, and if the soldier-lover was to have his floral love-token not a moment was to be lost. This the gallant realised, so, sweeping his handkerchief from his pocket, he deposited the flowers in it, placed a stone beside them to give the little parcel the necessary weight, stepped back a score of paces, ran forward, and, with practised hand, threw the violets right on the ship's deck! As they landed a gentleman in khaki was seen to pick up the handkerchief and press to his lips something he took from it. Involuntarily a cheer went up from us on shore; then we heard a 'Thank you, sir—oh, so much!' uttered in an unsteady feminine voice, and the soldier's sweet-heart, now smiling through her tears, left the quay with hasty step."—*R. Times.*

MISS AGNES WESTON, "THE HANDY MAN'S MOTHER."

At the Royal Sailors' Rest Portsmouth, two days since a representative of "The Morning Leader" had the pleasure of interviewing Miss Agnes E. Weston, "the Sailors' Mother" as she is called, with regard to the Handy Man, the hero of the hour.

In addition to the Sailors' Rest at Portsmouth, Miss Weston controls the Royal Sailors' Rest at Devonport, and a similar institution called "Homeward Bound" at Keyham. She is indefatigable in her care for the sailors' interests; and being in so many respects the sailors' best friend, has, according to the old saw, "a man's best friend is his mother," well earned the title so universally applied to her.

Miss Weston was leaving the same day for Devonport, and was in the midst of her preparations, but she readily assented to the request of the "Leader" man.

"I see," said the "Leader" representative, glancing at the map on the walls of her boudoir, with the flags showing the relative position of Britons and Boers, "that you follow all the developments of the war, Miss Weston."

"Oh, yes," Miss Weston replied; "I should think so, seeing that we have so many friends, officers, and men at the front. I went down to see the Terrible off, and I knew a good many of the officers and men on the Powerful, many of them before they were on that vessel."

On the mantel piece were a fine cabinet photo of Capt. the Hon. Hedworth Lambton and a painting of H.M.S. Powerful in a neat lifebuoy frame bearing the name of the vessel.

"I know Capt. Lambton personally," Miss Weston said in reply to a questions; "and a large number of the men have, of course, stayed at the Rest since the vessel's return. We were so crowded some two or three weeks ago that all the beds were full, and we had some 200 men sleeping on the floor.

"About the Powerful men," she continued, "nothing more can be said than that they did their duty and did it grandly. Of course, we are all very proud of them indeed, and I have had a souvenir card prepared to present to each of the men of the Naval Brigade, whether from the Powerful, the Terrible, the Philomel, the Doris, or the Monarch."

The card, on which appear pictures of the three sailors' rests in which Miss Weston is interested, a fine sketch of the Powerful, a 4.7 gun, and a typical saillor and a typical marine, surrounded by laurel wreaths, bears the inscription, "Presented to the men of the Naval Brigade in honor and admiration of the splendid services rendered by them to their Queen and country during the South African War, 1899-1900." Miss Weston's autograph is on each card, and there is a space for the name of the recipient, so that it should form, when placed in a nice gilt frame, as Miss Weston intends, a most suitable and acceptable souvenir.

"I shall send them to their homes" she said, "so as not to hurt the susceptibilities of the other poor fellows, who also volunteered for the front, but were not allowed to go. I should like to give them the cards, too, but as they did not belong to the Naval Brigade I could hardly do so. The poor fellows were eating their hearts out because they could not see some active service and win honour and glory, and they had to stay aboard and do extra work. They would all have liked to have been there. It is very hard on them, and they feel a bit sore about it. It is foolish, perhaps; but, of course, it is only natural that they should. They had to do double duty aboard, and had none of the excitement of the fight and none of the glory of victory. Jack," she added with a glow of pride, "is a good fighting man, and he is so resourceful—willing and able to go anywhere and do anything on behalf of his Queen and country. We must try and get some of his resourcefulness into the sister service. The Colonists have the same resource and initiative; but that, of course, is due to their independent manner of life.

"Captain Lambton," said Miss Weston, "has been very kind indeed. I went on board the Powerful shortly after her arrival, and the men voluntarily gathered together, and I had the opportunity and the pleasure of welcoming them back, and speaking in a friendly way to them. Whilst they had been away we had kept in close touch with their wives and families. Sympathy goes a long way, and the great bulk of the wives of our sailors are such very nice women—a very different class of women from those depicted in the sea yarns of 20 or 30 years ago.

"Some of them, now that they have seen their wives and families, would like to go back to the front. Just like Bugler Dunn, they want to go back and have another turn. It's just like Jack. I don't known what they would have done without him at Ladysmith.—*M. Leader.*

KITCHENER'S HORSE.

From time to time the name of Kitchener's Horse has appeared in newspapers, but curiously little information has been vouchsafed concerning them. The following facts (writes a correspondent) I can guarantee to be correct. Kitchener's Horse consists of captains, millionaires, peers, stockbrokers, old soldiers, officers and men, gentlemen at large—among whom was poor MacCartie, cowboys, Americans, Australians, West Indians, Canadians, English and African miners, clerks, teaplanters, and bricklayers—all sorts, in fact. The corps consists of six squadrons, numbering 620 men, with 640 horses and two Maxim guns. It was raised and equipped in eleven days. Norton Legge, the raiser and Commander of Kitchener's Horse is Major Norton Legge, D.S.O., 20th. Hussars, his Adjutant and *fidus Achates* being Captain W. Congreve, who won the V.C. on the Tugela.

Colonel Legge has seen a great deal of service. He was in the Soudan Expeditions of 1886. After serving in the Egyptian Army for several years, he returned to Egypt for the first part of the finale in the great drama of the Khalifa, and was present at Omdurman. On returning to India, he was appoint D.A.A.G. to the Inspector General of Cavalry, with whom he was on tour of the Indian cavalry stations *when the war broke out in South Africa.*

When stationed in Ireland some years ago Captain Legge (as he then was) was one day accosted by a beggar to whom he gave the eleemosynary sixpence. "May the Lord preserve your eye-sight!" said the beggarmaid. One being asked the reason of this pious wish, she replied, "For the divil a nose have ye to hang a pair of specs on!" Colonel Legge is very short-sighted, and it is related that on entering the room at Windsor in which the Queen was seated, when he went down to receive his D.S.O. he dropped his eye-glass. He dared not stoop to replace it in his eye, yet without it he could not judge his distance from Her Majesty. Taking, as it were, the bit between his teeth, he knelt, extended his bent arm, in the orthodox fashion, as a rest for the Queen's hand, which it was his duty to kiss—and found himself two paces short! These he had to cover by pushing himself along the ground on one knee, to the amusement of the Queen.—*S. Free Press.*

THE HON. T. H. WHITEHEAD.

HIS JOURNEY ACROSS SIBERIA.

The acting manager of the Chartered Bank of India, Australia and China writes us as follows:—

We have much pleasure in informing you that we have this morning received the following telegram from Mr. Whitehead, who has reached Irkutsk on his overland journey through Siberia:—

"The journey through Siberia hitherto from Vladivostock interesting, but rough, discomforts considerable, cold weather during the night; expect to arrive St. Petersburg 10/12 days hence."

THE PLAGUE.

Cases reported to 15th instant	592
Do. do. during past 24 hours...	11
Total...	603
Deaths reported to 15th instant	540
Do. do. during past 24 hours...	7
Total...	547

SHIPPING REPORTS.

Capt. A. C. Hall, of the steamship *Szechuen*, from Tongku, reports:—Light Southerly winds from Tientsin to the Lammocks, thence to port violent rain squalls and heavy downpour of rain.

Capt. J. A. Morris, of the steamship *Chowtai*, from Bangkok and Swatow, reports:—Calms and light Southerly winds with fine weather to Swatow, from thence to port light S.W. winds, cloudy and overcast with rain.

Captain J. S. Roach, of the steamship *Haitan*, from Foochow, Amoy and Swatow, reports:—Foochow to Amoy strong S.W. breeze, considerable sea, fine and clear. Amoy to Swatow moderate S.W. to light Westerly breeze, overcast, with frequent showers. Swatow to Hongkong light W.N.W. breeze, heavy S.W. swell, overcast and showery. Vessels in Foochow:—*Guthrie*, and *Changwo*. In Amoy:—*Sishan*, *Wenchow*, *Peckili*, *Namyong*, and *Paoting*. In Swatow:—*Wongkoi*, and *Dagmar*.

STEAMERS EXPECTED.

Names.	*From*	*Due.*
Benlomond	Singapore	June 18th
Pyrrhus	Singapore	June 18th
Stentor	Singapore	June 18th
Empress of India	Shanghai	June 19th
Suisang	Singapore	June 19th
Wakasa Maru	Singapore	June 21st
Glenogle	Japan	June 24th
City of Peking	San Francisco	June 25th
Armenia	Vladivostock	June 27th
Gaelic	San Francisco	July 4th

We would direct the attention of shipping firms to the style in which "Steamers Expected" and "Projected Sailings" are now published in these columns, and we would most respectfully urge the managers of shipping firms to assist us, and their clerks to furnish this office, on the forms supplied, the printed grass with the latest available information.

PROJECTED SAILINGS.

Ship.	*Destination.*	*Date.*
Acara	New York	July 15th
America Maru	San Francisco, &c.	June 26th
Anping Maru	Swatow, &c.	June 27th
Antenor	London	June 26th
Argyll	Portland, &c.	June 30th
Armenia	New York	June 30th
Australian	Sydney, &c.	June 21st
Bayern	Straits, &c.	July 12th
Benalder	London	July 5th
Braemar	Portland, &c.	Aug. 25th
Carlisle City	San Diego, &c.	Aug. 20th
China	San Francisco, &c.	July 31st
Chingtu	Manila, &c.	July 14th
Chingwo	London	June 20th
Chinkiang	Taiwanfoo, &c.	June 20th
City of Peking	San Francisco, &c.	July 5th
City of Rio	San Francisco, &c.	Aug. 25th
Clyde	Europe, &c.	June 23rd
Coptic	San Francisco, &c.	June 19th
Doric	San Francisco, &c.	Aug. 7th
Duke of Fife	Victoria, B.C.	July 28th
Emp. China	Vancouver, &c.	Aug. 8th
Emp. India	"	June 27th
Emp. Japan	"	July 18th
Energia	San Diego, &c.	July 31st
Esmeralda	Manila	June 21st
Ettrickdale	New York	July 6th
Futami Maru	Sydney, &c.	June 29th
Gaelic	San Francisco, &c.	July 14th
Glenogle	Victoria, B.C.	July 3rd
Haimun	Swatow, &c.	June 17th
Haitan	Swatow, &c.	June 19th
Hamburg	Straits, &c.	Oct. 3rd
Hangchow	Shanghai	June 19th
Hiroshima Maru	Bombay, &c.	June 22nd
Hongkong Maru	San Francisco, &c.	July 21st
Inaba Maru	Marseilles, &c.	June 29th
Kagoshima Maru	Moji, &c.	June 19th
Kaifong	Manila	June 25th
König Albert	Straits, &c.	Aug. 9th
Kweiyang	Iloilo, &c.	June 21st
Loongsang	Manila	June 19th
Menelaus	London	July 10th
Menmuir	Manila (Direct)	June 19th
Mikawa Maru	Shanghai, &c.	June 19th
Monmouthshire	Portland, &c.	Aug. 4th
Nippon Maru	San Francisco, &c.	Aug. 16th
Oldenburg	Straits, &c.	June 28th
Preussen	Straits, &c.	Sept. 20th
Prinz Heinrich	Straits, &c.	Sept. 6th
Queen Adelaide	Victoria, B.C.	July 25th
Sachsen	Straits, &c.	Oct. 17th
Sambia	Havre, &c.	July 2nd
Savoia	Havre, &c.	July 31st
Silesia	Havre, &c.	Aug. 8th
Stentor	London	July 24th
Strathgyle	San Diego, &c.	Sept. 15th
Stuttgart	Straits, &c.	July 26th
Sungkiang	Manila	June 18th
Tamsui Maru	Swatow, &c.	June 17th
Thyra	San Diego, &c.	June 30th
Tientsin	Shanghai	June 18th
Valetta	Shanghai	June 23rd
Victoria	Victoria, B.C.	Aug. 7th
Weimar	Straits, &c.	Aug. 23rd
Wittenberg	Havre, &c.	July 17th
Yawata Maru	Japan	June 23rd

Intimation.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superioress will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1892. [493

Intimations.

NOW READY.

A PAMPHLET

ON

SOME SERIOUS LOCAL PROBLEMS

AND

A FEW SUGGESTION FOR DEALING WITH THEM.

BEING A LECTURE DELIVERED

BEFORE

THE ODD VOLUMES SOCIETY

BY

Mr. H. E. POLLOCK,

Barrister-at-Law.

To be obtained at the OFFICE of This Paper.

PRICE 50 CENTS.

Hongkong, 1st June, 1900.

NOW READY.

AN ACCOUNT

OF THE

RECEPTION OF H.M.S. "TERRIBLE,"

IN

HONGKONG

AND THE

FESTIVITIES CONNECTED THEREWITH,

WITH A

WOODCUT OF THE "TERRIBLE."

To be obtained at the OFFICE of This Paper.

PRICE 30 CENTS.

As only a limited number have been printed intending purchasers should send their Orders early, for the Issue of this interesting souvenir will soon be exhausted.

Hongkong, 1st June, 1900.



THIS Piano subject needs looking into. For, whereas, if you get a Good Piano at a Low Price you can sell it at a fair Price without difficulty should necessity arise, if you pay a fictitious price for a poor piano you can hardly realize anything on your investment.

The pianos sold by us, besides yielding daily musical dividends, hold the money invested much safer than ordinary instruments, for the construction is honest and economical throughout.

Several Pianos returned from hire in good order VERY CHEAP.

THE ROBINSON PIANO CO., Limited.

The musical portions have not been slighted for the sake of showy external features.

Hongkong, 10th May, 1900. [606b

NEW GOODS.

PLENTY IN HAND.

JAPANESE CURIOS.

D. NOMA,
No. 12,
Beaconsfield Arcade,
Opposite the City Hall.

MITSUI BUSSAN KAISHA.

No. 6, Ice House Street, Praya Central.

Head Office:—TOKIO.

Branch Offices:—

LONDON, NEW YORK, BOMBAY, SINGAPORE, SHANGHAI, TIENTSIN, NEWCHWANG and all Ports in JAPAN

Agencies:—

Miiki Coal Mines.
Kanada Coal Mines.
Hokoku Coal Mines.
Yoshinotani Coal Mines.
Ohnoura Coal Mines.
No. 1, Ohtsuji Coal Mines.
Ichimura Coal Mines.
Kishima Coal Mines.
Yoshio Coal Mines.
Yamano Coal Mines.
Manoura Coal Mines.
The Osaka Shosen Kaisha, Ltd.
Tokio Marine Insurance Co., Limited.
Meiji Fire Insurance Co., Limited.
Kanegafuchi Cotton Spinning Mills.
Shanghai Cotton Spinning Mills.
Tokio Cotton Spinning Mills.
Miike Cotton Spinning Mills.
Imperial Government Paper Mills.
Onoda Cement Company.

MITSUI BUSSAN KAISHA,
M. FUJISE,
Manager.

Hongkong, 11th December, 1899 [33

Intimations.

CLARKE'S B 41 PILLS are warranted to cure, in either sex, all acquired or constitutional Discharges from the Urinary Organs, Gravel, and Pains in the Back. Free from Mercury. Established upwards of 30 years. In boxes, 4s. 6d. each, of all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [49

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS,

PRAYA CENTRAL HONGKONG,

SOAP MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RED HAND BRAND, HARTMANN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES,

&c., &c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM and P. & O. SPECIAL LIQUER SCOTCH WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 14th May, 1896. [38

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS,

Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPYGLASSES.

Nos. 51 & 56, Queen's Road Central [43

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.

Sole Agents in the East for the amalgamated CLEMENT, HUMBER and GLADIATOR Co., Ltd., DUNLOP TYRES'S BICYCLES—PRICE...$160.

A special reliable Watch made for this Climate.

Quality A.....$16
Quality B.....$12

40, QUEEN'S ROAD,
Watson's Building.

47]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

SANITARY SET SOAP

JEYES' FLUID

THE BEST DISINFECTANT

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1900. 37

MEE CHEUNG,

PHOTOGRAPHER,

TOP FLOOR OF ICE HOUSE, IN *Ice House Road.*

I Snow in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 22nd September 1898. [40

RIGAUD'S WHITE VIOLET EXTRACT



This fugative and delicate perfume is persistant as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society

RIGAUD et Cie PERFUMERS PARIS

10.000 White Violets equal each bottle of Rigaud's Extract

SIEN TING,

—SURGEON DENTIST,

No. 14, D'AGUILAR STREET.

TERMS VERY MODERATE,

Consultation free.

Hongkong, 27th September, 1898. [39

UNTOUCHED BY HAND.

MELLIN'S FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

Intimations.

WANTED.

A COPY of the Local "HANSARD," 1891-2.

Address:—

J. J. F.
Office of This Paper.

Hongkong, 10th March, 1900.

NOTICE OF REMOVAL.

I BEG to inform my Patrons and Public Generally that I have REMOVED my Stores from No. 13 to No. 5, D'AGUILAR STREET.

H. RUTTONJEE,
5, D'Aguilar Street.

Hongkong, 27th April, 1900. [34

NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbours:—

ABNER COBORN, Amer. ship, Colcord.—Order.
CEDARBANK, Brit. 4-mast bark, R. A. Batcheler.—East Asiatic Trading Co.

NOTICE.

THE OFFICES of the "HONGKONG TELEGRAPH" have This Day been removed to No. 50, QUEEN'S ROAD CENTRAL, Second Floor, (the premises formerly occupied by Messrs. POWELL & Co.) to which address all communications should be addressed.

ETH. F. SKERTCHLY,
Manager.

Hongkong, 1st May, 1899.

VISITORS AT THE HONGKONG HOTEL.

Aitken, Mr. J. H.
Angus, Mrs. John
Appleby, Mrs. G. W.
Bailey, Mr. W. S.
Bell, Mr. and Mrs. O. M. D.
Belin, Mr. F.
Blackburn, Com. R.N.
Bonnet, Mr. F.
Brooks, Mr. F.
Browman, Mr. A. T.
Brown, Mr. J. W.
Browne, Mr. Claude
Butler, Mr. and Mrs. P. E. O'Brien
Byron, Capt. J. and servant
Carolan, Mr. E. A.
Carter, Mr. H. B.
Clark, Dr. and Mrs. F.
Collins, Sir, R. M.
Dapius, Mr. W.
Davies, Mr. Oscar
Defroche, Mr. P. C.
Dick, Mr. J.
Discombe, Mr. G. M.
Dorsser, Mr. R. H. von
Drum, Miss
Duffner, Mr. A. H.
Dunan, Mr. W. F.
Fisher, Mr. H. G. C.
Fontaine, Mr. & Mrs.
Genge, Mr.
Goddard, Capt.
Grant, Mr. A. Thorold
Graves, Mr. H. C., Jr.
Harris, Mr. F. W.
Harford, Capt. T.
Howard, Mr. Thos.
Joseph, Mr. and Mrs. E. S.
Katsch, Mr. E. A.
Kiene, Mr. and Mrs F.
Kinghorn, Mr.
Klein, Mr. Wm.
Lacaze, Dr.
Lara, Mr. and Mrs.
Levy, Mr. L. A.
Lewis, Mr. A. R.
Logan, Mr. James
Long, Mr. & Mrs. D. M.
Loy, Mr. Hy.
Lyons, Mr. T.
MacGowan, Mr. R. J.
Mallory, Mr. J. S.
Marcenaro, Mr. E.
McClosky, Mr. T.
McEwan, Mr. Alex.
McLeod, Mr. & Mrs. E.
Mead, Mr. D. E.
Mesa, Mr. O. S.
Mudge, Mr. Geo.
Murphy, Mr. E. O.
Neirop, Mr. Van
Newhall, Mr. Hy.
O'Neill, Mr. J. J.
Palmer, Mr. and Mrs.
Parfitt, Mr. W.
Pol, Mr. A. H.
Pratt, Mr. E. S.
Ready, Mr. O. W.
Robins, Mr. S. J.
Robinson, Mr. R. T.
Rozario, Mr. and Mrs.
Schmidt, Mr. P.
Shaw, Mr. Geo. G.
Simmins, Mr. H.
Smith, Mr. C. F.
Smith, Mr. D. A.
Stafford, Mr. T. C.
Stevens, Mr. C. R.
Tavares, Mr. F.
Warfield, Mr. and Mrs.
Weatherston, Miss
Weir, Mr. John
Whiley, Mrs. W.
Whiley, Miss
Whiley, Mr. W. J. G.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Anderson, Mr. R. D.
Beattie, Mr. Andrew
Bonnar, Mr. J. W. C.
Brayne, Mr. H. F. R.
Comrie, Mr. A. F.
Davis, Mr. W.
Ezekiel, Mr. J. S.
Forbes, Mr. A.
Gompertz, Mr. H. H.
Graham, Mr. D. M.
Griffin, Major W. W., R.A.
Gros, Mr. Edward F.
Hays, Mr. J.
Jeffries, Mr. H. U.
Johnston, Mr. R. F.
Lee, Mr. J. E.
Lemke, Mr. & Mrs. R.
Mackie, Mr. C. Gordon
Martin, Mr. R.
Mitchell, Mr. R.
Morris, Major & Mrs.
Newall, Mr. Stuart G.
Oakley, Mr. H. E.
Oakley, Miss
O'Gorman, Col. The
Pigot, Mrs. Brooke & child
Pollock, Mr. H. E.
Reily, Major C. W.
Scott, Capt. and Mrs. Percy
Simpson, Mrs. Cecil and child
Sinclair, Mr. A.
Stewart, Mr. Murray
Stokes, Mr. A. P.
Tomlin, Mr. G. L.
Watson, Mr. and Mrs. Malcolm

CRAGIEBURN.

Anderson, Mrs. A.
Anderson, Miss
Anderson, Miss B.
Andrew, Mrs. M. L. & son
Benn, Mr. Arthur and family
Flynn, R.N. Rev. F.
Law, Mr. & Mrs. D. R. and daughter
McCarthey, Mr. E. T.
McCarthey, Mrs. and daughter
Newton, Mr. & Mrs. W.
Volpicelli, Consul
Volpicelli, Madame

EXCHANGE.

Hongkong, June 16th.

ON LONDON, Telegraphic Transfer	1/11	/716
" Bank Bills, on demand	1/11	1/16
" Credits, 4 months' sight	1/11	7/16
" D'ments, 4 months' sight	2/—	
ON BERLIN, (demand)	M. 2.00	
ON PARIS, Bank Bills, on demand	2.46½	
" Credits, 4 months' sight	2.50	
ON NEW YORK, Bank Bills, on demand	47½	
" Credits, 30 days' sight	48	
ON BOMBAY, Telegraphic Transfer	146½	
" On demand	146½	
ON SHANGHAI, Telegraphic Transfer	71½	
" Private, 30 days' sight	72½	nom.
ON YOKOHAMA, T.T.	3½	per cent. prem.
Sovereigns, Bank's Buying Rate	10.17	
Gold Leaf 100 each, per tael	53.15	
Bar Silver	27½	
Dollars	1/4	per cent. prem.

OPIUM QUOTATIONS.

Hongkong, June 16th.

New Patna	1,020	per chest.
Old Patna	1,080	"
New Benares	1,020	"
Old Benares	1,025	"
New Malwa	880/900	per picul.
Old Malwa	910/950	"
Persian, paper tied	880/900	"

The Share Market.

LATEST QUOTATIONS.

(June 16th.)

Companies.	Paid up Capital.	Latest quotation.
Banks.		
Hongkong & Shanghai Banking Corporation	$125	315 % premium
The Bank of China & Japan, Limited—(Preference)	£ 5	Nominal
The Bank of China & Japan, Limited—(Ordinary)	£ 4	£1 buyers
The Bank of China & Japan, Limited—(Deferred)	£ 2	£5.5 buyers
National Bank of China, Ld.	£ 8	$27
Do. Founders	£ 1	$20
Marine Insurances.		
Union Ins. Society of Canton, Ld.	$ 50	$265 buyers
China Traders' Ins. Co., Ld.	$ 25	$54½ buyers
North China Ins. Co., Ld.	£ 25	Tls. 165
Yangtsze Ins. Assoc. Ld.	$ 60	$121
Canton Ins. Office, Ld.	$ 50	$132½ buyers
Straits Ins. Co., Ld.	$ 20	$1
Fire Insurances.		
Hongkong Fire Ins. Co., Ld.	$ 50	$295
China Fire Ins. Co., Ld.	$ 20	$79
Shipping.		
Hongkong, Canton, & Macao Steamboat Co., Limited	$ 15	$31½
Indo-China Steam Navigation Co., Ld.	£ 10	$86
China & Manila S.S. Co., Ld.	$ 50	$100 old cum n.
	$ 10	$65 old ex new
	$ 10	$18 new issue
Douglas Steamship Co., Ld.	$ 50	$48
China Mutual S. N. Co., Ld.—(Pref.)	£ 10	£10.10
China Mutual S. N. Co., Ld.—(Ord'ary)	£ 10	£10.10
China Mutual S. N. Co., Ld.—(Ord'ary)	£ 5	£5
Star Ferry Co., Ld.	$ 10	$18
"Shell" Transport & Trading Co., Ld.	£100	£310
Refineries.		
China Sugar Refining Co., Ld.	$100	$125
Luzon Sugar Refining Co., Ld.	$100	$37
Mining.		
Punjom Mining Co., Ld.	$ 7	$6.10—
Punjom Mining Preference Shares	$ 1	$1.20
Société Française des Charbonnages du Tonkin	Fcs. 250	$300
Queen Mines, Ld.	25 cts.	$0.18
Jelebu Mining and Trading Co., Ld.	$ 5	$12½
Raub Australian Gold Mining Co., Ld.	15s. 10d.	$58
Oliver Freehold Mines, Ld. A	$ 5	$3½
Olivers Freehold Mines, Ld. B	$ 41	$2.75
Great Eastern & Caledonian Gold Mining Co., Ld.	$ 5	$0.50
Do. (Preference)	$ 1	$0.40
Docks, Wharves and Godowns.		
Hongkong & Whampoa Dock Co., Ld.	$125	530 % premium
Hongkong and Kowloon Wharf & Godown Co., Ld.	$ 50	$86½
Wanchai Warehouse & Storage Co., Ld.	$ 37½	$56 buyers
New Amoy Dock Co., Ld.	$ 6¼	$22
Lands, Hotels and Buildings.		
China Provident Loan & Mortgage Co., Ld.	$ 10	$9.85
Hongkong Land Investment & Agency Co., Ld.	$ 50	$139
Kowloon Land and Building Co., Ld.	$ 30	$26
West Point Building Co., Ld.	$ 50	$47½
Hongkong Hotel Co., Ld.	$ 50	$125
Humphrey's Estate & Finance Co., Ld.	$ 10	$10.60 buyers
Cotton Mills.		
Hongkong Cotton Spinning, Weaving & Dyeing Co., Ld.	$100	$37
Ewo Cotton Spinning & W. Co., Ld.	Tls. 100	Tls. 60
International Cotton Mfg. Co., Ld.	Tls. 100	Tls. 60
Laou-kung-mow Cotton Spinning & Weaving Co., Ld.	Tls. 100	Tls. 70
Soy Chee Cotton Spinning Co., Ld.	Tls. 500	Tls. 400
Yahloong Cotton Spinning Co., Ld.	Tls. 100	Tls. 57
Miscellaneous.		
Green Island Cement Co., Ld.	$ 10	$21½
China-Borneo Co., Ld.	$ 15	$25
A. S. Watson & Co., Limited	$ 10	$16
Watkins, Limited	$ 10	$10.10
Hongkong Electric Co., Limited	$ 10	$12
Hongkong Electric Co., Limited	$ 2	$2.10
Hongkong and China Gas Co., Ld.	£ 10	$135
Hongkong Rope Manufacturing Co., Ld.	$ 50	$170
Geo. Fenwick & Co., Ld.	$ 25	$48
H'kong Ice Co., Ld.	$ 25	$165 buyers
H'kong High-Level Tramways Co., Ld.	$100	$170
Dairy Farm Co., Ld.	$ 6	$8½
Hongkong and China Bakery Co., Ld.	$ 50	$50 buyers
Campbell, Moore and Co., Ld.	$ 10	$16
Bell's Asbestos Eastern Agency, Ld.	£ 1	$1 buyers
United Asbestos Oriental Ag'cy, Ld.	$ 4	$9
United Asbestos Oriental Ag'cy, Ld.	$ 10	$11
Carmichael & Co., Ld.	$ 20	$8
Tebrau Planting Co., Ld.	$ 5	$5
Tebrau Planting Co., Ld.	$ 4	$4

BENJAMIN, KELLY & POTTS,
Share Brokers.

Telegraph Address—"Rialto."
Telephone No. 148.

VESSELS IN PORT.

Steamers.

APENRADE, German steamer, 850, Bendixen, 15th June,—Haiphong 12th June, and Hoihow 14th, Rice.—Jebsen & Co.

DENMOHR, British steamer, 1,938, A. Wallace, 13th June,—Saigon 9th June, Rice.—Gibb, Livingston & Co.

BURDON, British steamer, 1,645, Wilson, 13th June,—Cardiff 27th April, and Singapore 6th June, Coal.—Master.

CHANGSHA, British steamer, 1,463, T. Moore, 29th May,—Sydney 1st May, Thursday Id. 10th, Port Darwin 13th, and Manila 27th, General.—Butterfield & Swire.

COPTIC, British steamer, 2,744, J. C. Rinder, R.N.R., 8th June,—San Francisco 11th May, Honolulu 18th, Yokohama 31st, Kobe 1st June, Nagasaki 3rd, and Shanghai 5th, Mails and General.—O. & O. S. S. Co.

DAPHNE, German steamer, 1,290, Th. Nissen, 13th June,—Swatow 12th June, Ballast.—Siemssen & Co.

EMMA LUYKEN, German steamer, 1,185, C. Wallis, 14th June,—Chefoo 9th June, Beans and General.—Heung Sing S. S. Co.

FREIBURG, German steamer, 3,970, Prosch, 1st June,—Bremen and Hamburg 12th April, General.—Siemssen & Co.

GERMANIA, German steamer, 1,714, L. Möller, 13th June,—Saigon 9th June, Rice.—Jebsen & Co.

GOODWIN, British steamer, 2,832, A. Jackson, 4th June,—Tacoma, U.S.A. 26th April, General.—Dodwell & Co., Ld.

HAIMUN, British steamer, 636, W. Davis, 16th June,—Swatow 14th June, General.—Douglas, Lapraik & Co.

HAINAN, German steamer, 648, F. Clausen, 8th June,—Canton 8th June, General.—Siemssen & Co.

HANOI, French steamer, 507, Goodman, 15th June,—Haiphong and Hoihow 14th June, General.—A. R. Marty.

HOLSTEIN, German steamer, 985, H. Ipland, 11th June,—Saigon 7th June, Rice.—Jebsen & Co.

INDEPENDENT, German steamer, 871, A. Haltz, 12th April,—Samarang 3rd April, General.—Sander, Wieler & Co.

KAGOSHIMA MARU, Japanese steamer, 2,652, R. Nunome, 15th June,—Bombay via Singapore 9th June, General.—Mitsui Bussan Kaisha.

KEONG-WAI, German steamer, 1,105, T. W. Groves, 11th June,—Bangkok 5th June, Rice and Timber.—Butterfield & Swire.

KIANGSI, Chinese steamer, 1,347, Brissander, 14th June,—Canton 14th June, General.—Kwong Man Wo.

LOONGSANG, British steamer, 1,079, G. S. Weigall, 12th June,—Iloilo 8th June, Sugar.—Jardine, Matheson & Co.

MENMUIR, British steamer, 1,285, R. W. Almond, 14th June,—Manila 11th June, Hemp and Sugar.—Shewan, Tomes & Co.

MILOS, German steamer, 1,694, T. Hille, 10th June,—Seattle, U.S.A. 6th May, Flour and Lumber.—Order.

ST. ANDREWS, Norwegian steamer, 1,972, H. S. Hargen, 9th June,—Saigon 5th June, Rice.—Arnhold, Karberg & Co.

SANDAKAN, German steamer, 1,374, C. Muhle, 4th June,—Sandakan 30th May, Timber.—Melchers & Co.

SIAM, Danish steamer, 2,489, P. E. Hahn, 14th June,—Singapore 8th June, General.—Melchers & Co.

SOCOTRA, British steamer, 3,896, Thos. H. Hide, R.N.R., 13th June,—Kobe and Shanghai 2nd June, General.—P. & O. S. N. Co.

SUNGKIANG, British steamer, 1,021, S. W. Moore, 15th June,—Manila 12th June, General.—Butterfield & Swire.

TAIYO MARU, Japanese steamer, 743, S. Rokimi, 13th June,—Canton 13th June, General.—Tong Kee.

TAMSUI MARU, Japanese steamer, 1,007, K. Sobajima, 13th June,—Amoy and Swatow 12th June, General.—Mitsui Bussan Kaisha.

TETARTOS, German steamer, 1,578, T. Desler, 13th June,—Saigon 8th June, Rice.—Siemssen & Co.

TRIESTE, Austrian steamer, 3,203, C. Mitis, 14th June,—Trieste 27th April, and Singapore 9th June, General.—Sander, Wieler & Co.

WITTENBERG, German steamer, 2,366, R. Hempel, 15th June,—Hamburg 29th April, and Singapore 9th June, General.—Siemssen & Co.

Sailing Vessels.

BITTERN, British 3-masted schooner, 399, T. Askin, 3rd June,—Rajang 10th May, Timber.—Siemssen & Co.

CEDARBANK, British 4-masted bark, 2,649, R. A. Batcheler, 3rd June,—Berry 1st Jan., Coal.—Admiralty.

ESMERALDA, British schooner, 130, J. T. Harrison, 14th April,—Guam 26th March, General.—Jardine, Matheson & Co.

FRANZ, Danish bark, 358, Pedersen, 23rd April,—Barry 5th Oct., 1899, and Anjer 12th Feb., Coal.—E. A. Trading & Co.

J. B. WALKER, American ship, 2,106, Wallace, 2nd June,—Yokohama 5th May, Ballast.—Siemssen & Co.

L. SCHEPP, American ship, 1,673, Chas. S. Kendall, 15th June,—Hakodate 6th May, Ballast.—Master.

TAM-O'SHANTER, American ship, 1,432, Ballard, 16th May,—New York 6th Jan., Kerosine.—Standard Oil Co.

WM. H. SMITH, American ship, 1,800, E. C. Colley, 27th Mar.,—New York 28th Sept., Kerosine Oil.—Standard Oil Co.

Post Office.

A Mail will close:—

For Canton—Per *Hankow* to-morrow, the 17th instant, at 9 A.M.

For Shanghai—Per *Tientsin* on Monday, the 18th instant, at 11 A.M.

For Europe, &c., India, via Tuticorin—Per *Indus* on Monday, the 18th instant, at NOON.

For Shanghai—Per *Loongmoon* on Monday, the 18th instant, at 2 P.M.

For Moji, Kobe and Yokohama—Per *Kagoshima Maru* on Monday, the 18th instant, at 5 P.M.

For Swatow, Amoy and Foochow—Per *Haitan* on Tuesday, the 19th instant, at 9 A.M.

For Shanghai—Per *Hangchow* on Tuesday, the 19th instant, at 10 A.M.

For Amoy, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *Coptic* on Tuesday, the 19th instant, at 11 A.M.

For Manila—Per *Loongsang* on Tuesday, the 19th instant, at 3 P.M.

For Manila—Per *Menmuir* on Tuesday, the 19th instant, 4 P.M.

For Taiwanfoo and Shanghai—Per *Chinkiang* on Wednesday, the 20th inst., at 11 A.M.

For Cebu and Iloilo—Per *Kweiyang* on Thursday, the 21st instant, at 3 P.M.

For Samshui and Wuchow—Per *Samshui* on Thursday, the 21st instant, at 4 P.M.

For Europe, &c., India, via Tuticorin—Per *Clyde* on Saturday, the 23rd inst., at 11 A.M.

Printed and Published by ETHELBERT FORBES SKERTCHLY for The Hongkong Telegraph Company, Limited, at the Printing Office of the Company, No. 50, Queen's Road Central, in the City of Victoria, Hongkong.